The Beaver

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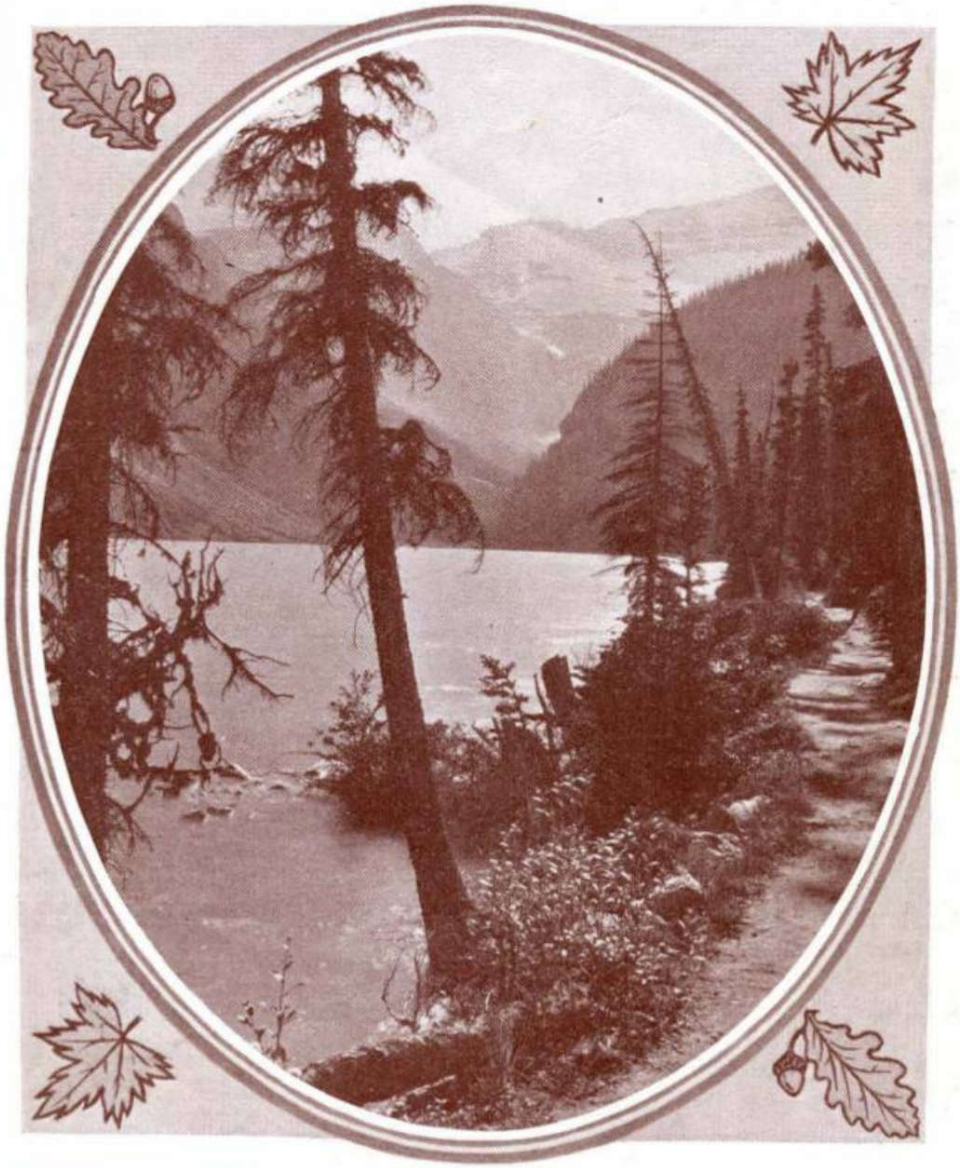

Hudson's Bay Company.

INCORPORATED 2ND MAY 1670

They Stand Four Square

HUDSON'S BAY

GENUINE

POINT

BLANKETS

Colours— Red, Green, Indigo-Blue, Grey, Khaki, White and Multi-Stripe.

Sizes—	3 Point	3½ Point	4 Point
	60x72 inches	63x81 inches	72x90 inches
Weights—	8 lb., 5 oz.	10 lb.	12 lb. per pair

At Our Stores, Posts and Branches

Hudson's Bay Company.

INCORPORATED 2ND MAY 1670.

8121

Hudson's Bay Company.
INCORPORATED 2ND MAY 1670

The Beaver

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VOL. VI, No. 4 OUTFIT 257 SEPTEMBER 1926

As in Ye Days of Olde

WHEN the Muscovy Company sent forth their two ships, the *Mary Margaret* and the *Elizabeth*, in 1611 from the port of London on a whaling voyage to Spitsbergen, the Governor of the Company, in his commission to Thomas Edge, captain of the *Elizabeth*, wrote as follows:

"Inasmuch as industrie and diligence are two principall steps to atchieve great enterprises, and negligence and idlenesse are enemies to the same; we would have you, in this charge committed unto you, to imbrace the one, and to avoide the other; and to shew that example of paines taking to the rest of the company of your ship in your owne person, as well in setting them on work as in putting your owne hand to the businesse when neede requireth, as that there be no idle time spent, but that every one be imployed in some businesse or other."

General Court of Hudson's Bay Company

June 29th, 1926

A GENERAL Court of the Governor and Company of Adventurers of England trading into Hudson's Bay was held on June 26th, 1926, at the Cannon-street Hotel, E.C., Mr. Charles V. Sale, the Governor, presiding. The following extracts from Governor Sale's speech on that occasion will probably be interesting to all readers of *The Beaver*.

TRANSPORT

Let me now . . . review the various departments, and first I shall consider the question of transport, which, in the vast, desolate and dangerous regions in which we work, has always been of the essence of our business. Methods change, but, unfortunately, as they change they become more expensive as well as more efficient. The birch-bark canoe gives way to the motor-boat; the pack-train and the dog-sleigh are displaced by the caterpillar tractor and the motor-car; and the sailing ship by the steamer.

As a company of adventurers, it may console you a little to know that there are vast regions in which our fur traders still make their voyages and portages in frail canoes; still plod along over the snow with their packs and dog-sleighs; and that heroic episodes still give a touch of romance to the course of our trade.

. . . . . .

CONTINUITY OF THE COMPANY

Let me remind you, in passing from this subject of transport, of the wonderful continuity of your Company. Think of it, if you please—258 years ago, on June 3, 1668, our first proprietors dispatched the little *Nonsuch*, with forty-two souls on board, for the discovery of the northwest passage and to "find a trade for furs, minerals, and other commodities." With very few exceptions, owing to wars in the earlier years, we have been sending out our annual venture ever since, and from 1726 not a year has passed without a ship of the Hudson's Bay Company sailing for Hudson Bay. And so it was, with a justifiable pride, that on June 3, 1926, we celebrated these two centuries of continuous sailings by dispatching the steamer *Bayrupert*—a vessel seventy times as big as the little *Nonsuch*, and fitted with every modern device for safety and reliability—upon the road which we have followed so long and so persistently.

. . . . . .

NEED FOR INCREASED PRODUCTION

While on this subject, I might refer to some remarks made by Mr. Barnes on February 10 last in the course of a debate in the House of Com-

mons upon the need for increasing production. Mr. Barnes used the fur trade as a weapon with which to attack "Capitalism." He began with the doubtful assertion that "the costlier an article, the less is the labour represented in the production of it." Then he took as an illustration a fur coat advertised for 128 guineas, and argued that "you could produce forty-two three-guinea coats for the same money," and from this simple sum Mr. Barnes proceeded to the conclusion that the production of the forty-two cheap coats "means greater output, more employment, and . . . more happiness and comfort" than the expensive fur coat.

Now I put on one side all the theoretical replies that might be made to this argument—such as that some people want dear coats and some cheap coats, and that the sale of the one does not prevent the production of the other. Nor do I lay any stress on the argument that the desire of the woman to possess a fur coat is an incentive to the man to increased production. But I come at once to the side of the case which interests us directly.

. . . . . .

BENEFITS OF THE FUR TRADE

The fur trade benefits a large number of people who do not and could not make cheap coats—the Eskimo, the Indian, and the white trapper, who have nothing to offer except skins in exchange for the goods they require; it also employs directly and indirectly hosts of workmen in almost every occupation—shipbuilders, seafaring men, engineers, weavers and artisans of every trade, producing blankets, guns, and other necessaries for barter, the staffs at our posts and on the lines of communication, the warehousemen who sort out and handle the furs, and lastly the furrier and the shopkeeper.

If ladies ceased to buy fur coats, these communities of people would fall out of employment altogether, and the agitators who now seek to destroy the luxury trade would find it impossible to provide alternative work and wages. The lady who buys a fur coat merely completes the cycle and enables the capitalist to commence another round of employment, and so provide to labourers fresh wages for the purchase of three-guinea coats and all other necessities of life. Mr. Barnes and his friends seem to lose sight of the truth that labour works for the present and capital for the future. If the people of this country really desire security for the future they must listen less to the loud voice of the socialist and more to the still small voice of the capitalist.

. . . . . .

TAXATION DISBURSEMENTS

While our disbursements for taxation amount to over £3,000,000 (approximately fifteen million dollars) in the last fifteen years, we should not regard this sum as altogether a loss; but must set against it the development which brings your land within reasonable reach of road, rail, and steamer, which founds villages and cities and establishes schools and

public services. These should eventually reflect themselves in the value of your property, so that what at one time was only worth five dollars an acre should now be worth considerably more. Let us put it then, that this taxation has been partly at least an investment in the development of Western Canada where our interests are so great. May I remind you that all the taxation has been charged to capital receipts in respect of the land, and consequently the 2,819,000 acres of land which still remain in your possession is an entirely free asset.

We must remember, however, that, take what consolation we may, the incidence of such taxation bears very heavily on all holders of land in Western Canada. This burden, however, is largely due to the cost of the war and to over-expansion; but with a more general diffusion of prosperity and increased immigration we look forward to some relief in this very important matter. To some extent our efforts are being successful; the sum paid in 1922 was £278,000, and has since fallen year by year to £211,000 in the present accounts.

QUESTION OF LAND VALUES

When we come to the question of what our lands are really worth, I may point to the fact that at the present time the price of land in the prairie provinces of Canada is lower than similar land anywhere else in North America; and this despite the fact that the average tax on farm lands is lower in Canada than in the United States and that the average yield of spring wheat is higher.

Thus in the three States of North Dakota, South Dakota and Minnesota the price of occupied farm lands in 1925 was $40, $70 and $100 respectively, against $25 to $30 an acre in Manitoba, Saskatchewan and Alberta. When we come to yield we find that in the same year an average acre of land seeded to wheat in these three Canadian prairie provinces produced from $20 to $24 per acre, so that practically the price of the land was returned to the farmer in a single year. These figures suggest that farm lands in Canada are as low as they ever will be. Here, then, is the great inducement which Canada holds out to the immigrant farmer—the cheapest land with the highest yield in the North American continent.

. . . . . .

THE NEW STORE

Good progress has been made with the building of the new store, and the contractors are confident of their ability to place three floors—each of about two and a half acres—at our disposal in the early part of October, and to deliver the remainder of the building, ready for occupation, in February, 1927.

In Vancouver we are also making a record in building construction . . . . . Great credit is due to our contractors, Messrs. Carter, Halls, Aldinger & Company, and I cannot speak too highly of the great work done by Mr. A. H. Doe, our Superintendent of Stores Construction.

TRIBUTE TO THE CANADIAN COMMITTEE

Let me again remind you of the admirable work of the Canadian Committee, whose co-operation is of inestimable value.

The name of Mr. George Galt, the senior member of that committee, is familiar to all of you. We recently enjoyed the pleasure of a visit from him, affording a useful opportunity for an exchange of views.

I must also pay a very warm tribute to Mr. George William Allan, whose great experience and wise judgment have been placed wholeheartedly at the service of the Company, and who, in this difficult period of transition, is a tower of strength.

The last word of this speech is what I feel most—the expression of gratitude to a staff which works here, on the seas and in Canada, loyally and devotedly in your service. By their efforts we have held our own and made progress, and they have maintained the goodwill and friendliness which I regard as the greatest asset of the Hudson's Bay Company, although not included in the balance-sheet. (Hear, hear.) I have much pleasure in proposing the adoption of the report and accounts.

Mr. F. H. Richmond, deputy governor, seconded the resolution.

THE ADVENTUROUS SPIRIT

Replying to a proprietor, who criticised the policy of the board on the ground that it contained too much of the spirit of adventure, the Governor said that he thought there was something to be said for the adventurous spirit. This Company was formed in days when most people knew something about agriculture and when agriculture entered into the life of every person in the country. The following was an extract from a book written at about that time: "If we only behold the actions of the husbandman in the seed time, when he casteth away much good corn into the ground, we will rather accompt him a madman than a husbandman, but, when we consider his labours in the harvest, which is the end of his endeavours, we find the worth and plentiful increase of his actions."

The Governor and Committee of the Hudson's Bay Company announce that A. K. Graham, Esq., has been elected a member of the Committee in London. Mr. Graham is a director of Grahams Trading Company, Limited, East India Merchants, and of the Indian Radio Telegraph Company, Limited, and a trustee of the Port of Bombay.

The following is a list of the present Committee of the Company in London, England: Charles Vincent Sale, Esq., Governor; Frederick Henry Richmond, Esq., Deputy Governor; Vivian Hugh Smith, Esq.; Sir Thomas Hewitt Skinner, Bart.; Lord Ebury, D.S.O., M.C.; George William Allan, Esq., K.C.; The Hon. Arthur Jared Palmer Howard; and A. K. Graham, Esq.

Anthony Hendry, Explorer

By ROBERT WATSON

ANTHONY HENDRY was born on the Isle of Wight, off the south coast of England, at that time a rendezvous of numerous smugglers of French liquors, laces and silks. When a young lad, Hendry got mixed up in this work and quickly became a daring spirit among the smugglers. He was successful for a time, but in the year 1748 he and his fellows were surprised at their illegal operations by the revenue officers. Some of the smugglers were captured in the fight that followed. Hendry, with a few others, made good his escape, but he was recognized and in his absence was sentenced by the court as an outlaw.

For two years he hid himself in and about London; then, the spirit of adventure still rife within him, he sought new life by applying for a position with the Hudson's Bay Company, who, not knowing his past history, took him into the service.

In 1750 he was shipped to York Factory on Hudson Bay.

He worked diligently and became book-keeper at Fort York, but his longing for adventure continually asserted itself in canoe and foot journeys with Indians. He volunteered to go inland with the Indians to explore new country and seek out fresh trade.

This offer was gladly accepted, as the French traders had been more venturesome in pushing westward and had thereby secured much of the fur trade that might well have come to the posts of the Hudson's Bay Company.

Hendry worked his way into the good graces of the Assiniboine Indians, acquiring a knowledge of their language and learning about the "Great River," the Saskatchewan, whence they had come, and which at that time had not been explored. He set out in 1754 with an Indian guide and, by paddle, portages and tracking, made splendid progress up the Hayes river.

They reached Oxford lake, then following lakes and streams came to the barren country of Upper Nelson, suffering much at this point from lack of food and insect pests.

Going southwest, they finally came to the "Great River," and thus was Anthony Hendry the first known Englishman to behold the mighty Saskatchewan. He was now nearly 500 miles from his headquarters, York Factory. He met with French traders near where the Pas is now situated, who treated him courteously but tried at first to prevent him leaving. Seeing his determination, however, they did not restrain him further.

Continuing, Hendry crossed the Saskeram lake and went up the Carrot river, finally leaving the water and striking across the open plains.

Again he and his Indian companions suffered greatly from mosquitoes and want of food. But they continued on their journey and, shortly afterwards, came upon wild fruit and game in abundance amid hills and dales and pleasant little woods.

They encountered many tribes, chiefly Assiniboines, to whom Hendry made friendly advances, seeking their trade in behalf of the Company and prospecting the land for the building of forts in trade opposition to the French.

On the Muskuty plains he saw a heretofore unimaginable thing—Indians on horseback and hunting the buffalo in this way—Blackfeet, Sarcees and Piegans.

Travelling on, he reached the South Saskatchewan river, and crossed it by means of roughly made canoes of willows and moose hide.

They hunted the buffalo and had spirited encounters with grizzly bears. At last Hendry came upon the main tribe of Blackfeet Indians, interviewing their great chief and inviting them to bring their furs to the eastern forts of the white chiefs, promising beads and cloth, guns and powder in exchange. But, although avowing friendship, the Blackfeet chief declined so great and arduous a journey, in view of the fact that they had all they required in the land of plenty in which they then roved.

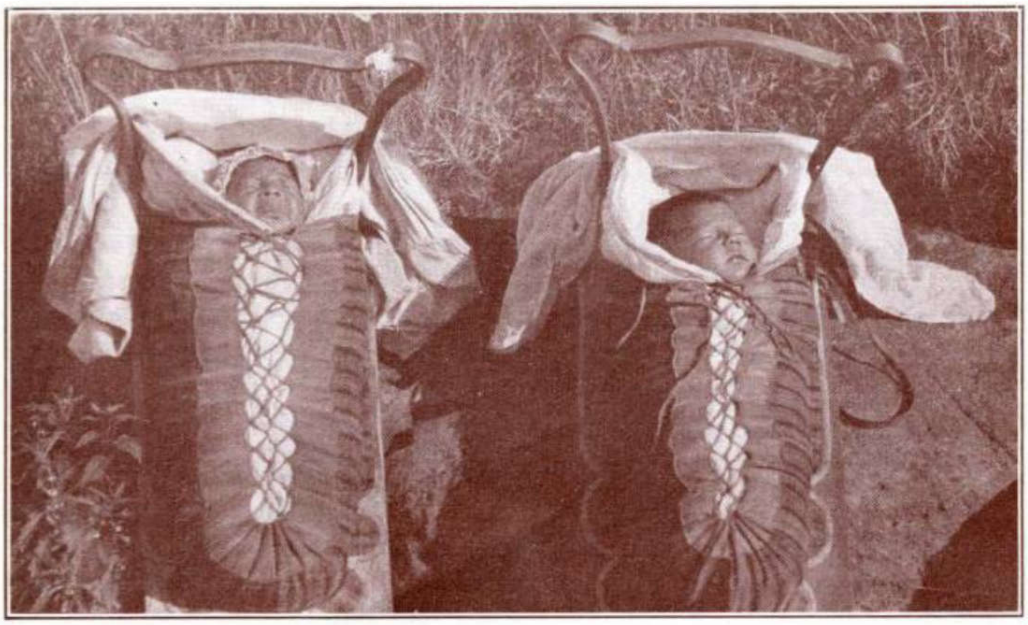
His mission finished, Hendry travelled southwest, then northward, and seems to have wintered somewhere between where Calgary and Edmonton now stand. He started eastward again early in March, travelling by sleds and later by canoes which his Indian companions built.

Gathering flotillas of fur-laden Indians as he went along, all went well until they came to the French fort below the forks of the Saskatchewan, where ten gallons of brandy was distributed among Hendry's Indians and the best of the furs procured by the French in exchange. Hendry had much difficulty in getting the Indians to proceed with what fur they had left.

At the French fort on the Pas, the same ruse was successfully worked, until only the heavy furs remained. But even these were valuable and Hendry arrived back at York Factory on June 20th, 1755, amid great rejoicings.

But his popularity was short-lived, and those in command discredited his stories of "Indians on horseback" and of the vast wealth that lay inland for the procuring. So there was much delay in taking advantage of this great opportunity for fresh enterprise.

The true facts of Hendry's explorations were evidently not properly presented at headquarters in London, England. He was scantily rewarded and was refused permission to travel inland again. Hendry, disappointed and hurt, resigned from the service and returned to England, where he was lost sight of. But he now takes his rightful place among the great pioneers and explorers of Western Canada, while those whose jealousy and pettymindedness succeeded for a time in discrediting his great exploit are lost sight of and their names to all intents and purposes forgotten.



Ojibway Twins

THE above is an unusual photograph showing Ojibway twins in their native moss bags and cradles. The photograph is the property of the Hudson's Bay Company Historical Exhibit at Winnipeg and was taken near Barriere Post, Lake Huron district, by A. W. Austin, late post manager.

Knowing that there is a certain native prejudice against twins, the editor addressed a note to that ever-obliging encyclopaedia of Indian lore and customs, Dr. John Maclean, of Winnipeg, and here is his answer:

The Indian tribes look upon twins almost as a calamity.

When walking through Bull's Shields' camp, of the Blood Indians in Southern Alberta, many years ago, I met one of my native friends. He was looking so woe-begone that I addressed him in a very serious tone. "My friend," I said, "Why are you so sad? Is any member of your family dead?" "No," he replied, "there is no one dead, but twins have come to my lodge."

Native courtesy compelled me to agree with him and be sad too, but after he walked dolefully away, I burst out laughing.

Later, when I visited the lodge to see the twins, everybody (including the mother) was so gloomy that I remained only a few minutes.

Our Cover Picture

Our cover picture shows a glimpse of Lake Louise in the Canadian Rockies and is reproduced through the courtesy of the Department of Immigration and Colonization, Ottawa.

Pemmican

By CHAS. H. M. GORDON, H.B.C., Fort Alexander

TO manufacture pemmican, the flesh of the buffalo was first cut up into large lumps, and then again into flakes or thin slices, and hung up in the sun or over the fire to dry. After it was thoroughly desiccated, it was taken down, placed upon raw hides, spread out on the prairie, and pounded and beaten, sometimes by wooden flails, again between two stones, until the meat was reduced to pulp.

Bags made of buffalo hide, with the hair on the outside, about the size of a flour sack, were standing ready, and each one was half filled with the powdered meat. The tallow or fat of the buffalo, having previously been boiled by itself in a huge kettle, was then poured hot into the oblong bag in which the pulverized meat had previously been placed. The contents were then stirred together until they were thoroughly mixed, the dry pulp being soldered down into a hard, solid mass by the melted fat. When full, the bags were allowed to cool, and then sewn up tightly.

Each bag weighed one hundred pounds. The quantity of fat accounted for nearly half the total weight and the whole composition formed the most solid kind of food that man could ever conceive.

There was very little risk of it being spoiled, for, if ordinary care were taken to keep the bags free from mould, there would be no limit to the time it would keep; in fact, it was one of the most perfect forms of condensed food known, and was unexcelled in its hunger-satisfying nature.

The flavour of pemmican depended much on the fancy of the person eating it, and it is difficult to define its peculiar flavour by comparison. One of the tastiest forms, and one more often mixed than any other for table use, was "rubeiboo," consisting of pemmican boiled down with a mixture of potatoes, onions and other vegetables. This, when properly seasoned, was very palatable.

The kind largely in vogue with the voyageurs was "pemmican straight." This was uncooked, and was eaten after mixing it with a little flour and frying it in a pan. The appetite had to be sharp and there had to be nothing else to eat to make "pemmican straight" seem palatable. Pemmican was peculiar to the fur land and particularly to the service of the Hudson's Bay Company.

The pemmican of the English Arctic expeditions differed from the real article in being made from beef, mixed with raisins and spices, and being preserved from decay by being hermetically sealed. Buffalo pemmican, on the other hand, may be said to keep itself, requiring no seasoning or spices for its preservation. It may be kept under any condition, excepting that of dampness, for an unlimited time.

At the present time, the flesh of the moose is prepared somewhat similarly and is called pemmican, but it is not by any means so successful.

Pioneer Ships on Pacific Coast

(From Eighteen Hundred to Early Eighties)

By SIR CHARLES PIERS, BART.

THE following is the first of a series of articles by Sir Charles Piers, Bart., which we hope to publish in The Beaver from time to time. These articles convey much information from many sources on the little known pioneer ships of the Pacific coast, and should prove educative as well as interesting, giving as they do an insight into the manner of trading, native customs and temperament, the nature of the sea captains and the conditions of life generally on the Pacific coast during those early days, with the history of the ships themselves always predominant.—Editor.

1805. The Lydia—Brig. *The Lydia*, of Boston, we learn from Lewis and Dryden's Marine History, "spent most of the year 1805 trading in the North. She entered the Columbia river, and sailed from China in 1806."

1811. The Tonquin—Captain Jonathan Thorne. Barque. The American ship *Tonquin*, fitted out by Jacob Astor's Pacific Fur Company, sailed from New York on September 6th, 1810, with 33 passengers for the northwest Pacific coast. She carried the frame of the *Dolly* schooner, and arrived at Fort Astoria on the Columbia river on March 24th, 1811. Lewis and Dryden state that the *Tonquin* sailed from Astoria on June 1st, 1811, on a trading voyage to the North. The account of this voyage shows that these early American pioneers had not the tact, understanding and patience of the Hudson's Bay Company's people in their dealings with the Indians, and suffered in consequence. The account is curiously worded, and reads as if the Pacific Fur Company's people traded by force and not by favour. "Arriving at Vancouver Island, the captain opened hostilities with the natives . . . on their showing an aversion to trading at his prices, he kicked two of the chiefs off the ship. At daybreak next morning, a canoe with twenty Indians came alongside. . . . In a little, other canoes approached and the Indians were soon climbing aboard on all sides. . . . On the captain giving the order to clear the ship, the savages fell upon them, and killed all but five men, one of whom, Mr. Lewis, invited the natives on board, and then blew the ship up." The conduct of the Pacific Fur Company's people showed a great want of knowledge of the Vancouver Island Indians, and of the Coast Indians generally, who from all accounts seem to have been warlike; and from the stories of such sea battles as that of the "Battle of Maple Bay" between the Cowichan Indians and their confederate tribes against the powerful northern Youlcatas and their allies, the Indian leaders appear in their way skilful tacticians and no mean strategists, and the legends of their fights have quite a Homeric tang. They were also skilful in the use of their big war canoes, carved with rude stone instruments from the mighty

cedar trunks, and the Haidas of the Queen Charlotte Islands were deep-sea sailors who constantly sailed their big dugout canoes across the stormy waters of Hecate Strait to the mainland and back, for they were the canoe builders of the coast *par excellence*, and bartered the canoes they made for the food they obtained on the mainland, returning in old canoes they picked up on the coast and renovated for the trip home. The houses of the Coast Indians were generally well built and even ornamental, and their carving, shown by their totem poles and canoes, was marvellous, considering their only tools were made of stone; and although some of their customs, such as the burial of their dead, were, according to our ideas, barbarous, still their manner of living was higher than most so-called savage races. Some of the chiefs were fine characters, though generally all the natives were treacherous and cruel, but the kindliness and hospitality of such Indians as Chief Legaic, when they had learnt to appreciate the worth of the white man in the service of the Hudson's Bay Company, was on a par with the proverbial hospitality of the Arabs. Mr. Morison, of Metlakatla, when a young book-keeper in the Hudson's Bay service during the "sixties" of the last century, was the recipient of such kindness and hospitality from the Simpsean Chief Legaic. Being ordered from Fort Essington to Fort Simpson, he was at a loss how to do the journey. Chief Legaic, hearing of his difficulty, voluntereed to take Mr. Morison and another young book-keeper to Fort Simpson in his canoe; so the two white men, Chief Legaic and his son to help him, made the voyage down the mouth of Skeena river and round the coast to Metlakatla, where Legaic, in spite of Mr. Duncan's (the missionary) rule that no strange white man should land at the Indian mission, insisted on their coming up to his house and having a meal before continuing their journey to Fort Simpson; and having landed them safely at their destination, the chief would accept nothing but their thanks. It is interesting to note, as Mr. Martin says in his "H.B. Territories and Vancouver Island," that: "The Americans have found to their cost that as individual traders they cannot derive any advantage by traffic with the Indians, for, even when successful in the purchase of furs, they are liable to be plundered and murdered. . . . . Several detached bodies of American trappers range the country south of 49° north latitude; but, as Mr. Greenhow justly says, they hunt, have no settlement of any kind, and . . . are liable at any time to be massacred. A single hint from the chief officer of the Fort Vancouver settlement to the Indians would have been followed by the destruction of every American in the Oregon region. In fact, the American settlers at the Williamette would have perished of famine but for the Hudson's Bay Company. It is a matter of surprise and congratulation, therefore, that for nearly 200 years England, through the instrumentality of an effectually organised association, has not only maintained a position in North America but extended her power, and held in check, if not to some extent civilised (or subdued), thousands of savages, who have found that an English Company were their only friends."

Commodore Wilkes, of the United States navy, who was an impartial eye-witness when in command of an American exploration party in Oregon and Washington, in his report to the United States government, speaks highly of the organisation and management of the Hudson's Bay Company's forts he visited. He observes that the fur trade is one of hardship and privation, in which "the Company's servants at the north posts suffer almost as much as the Indians at times; although they are provided for and attended to by the officers; they live mostly on salmon." He pays a wonderful tribute to the influence of the Hudson's Bay officers in the region of Oregon, where the Indians make war upon each other "on the most trivial occasion, and for the most part to satisfy individual revenge. The Hudson's Bay Company's officers possess and exert a most salutary influence, endeavouring to preserve peace at all hazards. It is now quite safe for a white man to pass in any direction through the part of the country where their posts are; and in case of accident to any white settler, a war-party is at once organised and the offender hunted up."

Fishermen

By DR. JEREMIAH S. CLARK, Brandon, Man.

Launch out into the deep, let down the net;
You who have toiled all night must labour yet.
More fish are in the sea than have been caught;
More victories may be won than battles fought.

When shallow pools are hot, big fish swim deep;
Cool dews on Hermon vanish while men sleep.
Your thwarts are soaked with sweat both fore and aft,
Launch out into the deep and have a draught.

Though we know better, yet, to show our love,
We will be fools and venture from our cove;
Our nets are thin, the backlines worn and frail,
Our crazy craft could hardly stand a gale.

Lord God, have mercy! Fellow fishers, help!
Our nets are full of fish, or squirming kelp;
Our aching backs are breaking 'neath the strain.
Must we ask Christ to uncreate again?

Emmanuel! we ask no other sign.
The cattle on a thousand hills are thine.
Ourselves, and all we have we bring to Thee,
Accept, and use, through all eternity.

H.B.C. Posts, Keewatin District

By J. BARTLEMAN, H.B.C. District Manager

No. 2—Little Grand Rapids

LITTLE Grand Rapids post, at the north end of Family lake, in Manitoba, and about twelve miles from the eastern boundary, takes its name from the rapids which carry the waters from Fishing lake, to the north, into Family lake. The post was established about 1848 by William McKay, then in charge of Beren's River post, the first officer in charge being William Isbister. The present manager is J. R. Moar, assisted by G. S. M. Duddy. The remains of a building put up two years before the present post was established are still to be seen about five hundred yards west of the post.

The Indians who deal at the post belong to the Salteaux tribe. The language spoken is probably a dialect of the Algonquin tongue, somewhat similar to Cree. They originated from around Lake Superior, and were probably driven north by their more warlike brethren of the south. The Indians at Powangassie, which is about twelve miles to the north of the post, on Fishing lake, on the borders of Ontario, are believed to have come from the Moose Factory region. There are practically no half-breeds to be found at Little Grand Rapids.

In the days before the railroad reached Winnipeg, supplies were brought from York Factory, via Lake Winnipeg, by York boats manned by Little Grand Rapids Indians, who often took three months to make the round trip. Supplies are now brought from Winnipeg by steamer to Beren's River on Lake Winnipeg and from there inland by canoes. The year 1921 saw the last York boat on the river between Little Grand Rapids and Beren's River.

About forty-five years ago the Indians were formed into a band and were paid their treaty money at Beren's River. It was not till about fifteen years ago they were paid on their own reserve, which was surveyed for them some thirty years previously.

Practically the same garden produce as grown in Winnipeg can be raised at Little Grand Rapids, although it is naturally later in ripening.

Owning a Home

By C. E. JOSLYN, H.B.C. Land Department, Winnipeg

IT is estimated that the purchase price of a home should not exceed two and a half times one's yearly income. Hence, if you have a yearly income of $2400, you should normally be able to buy a $6000 home. If your reputation is good, an owner might be found willing to sell you a $6000 home with a very small down payment, but you should have at least $1000, and preferably $2000 or more, to pay down. By making a substantial down payment, you can usually buy for less and at a lower interest rate; and reasonably enough, because you are practically assuring the former owner that the home will not come back on his hands greatly depreciated, as might be the case if only a small sum had been paid down and you had little to lose if your agreement were cancelled.

You have been told that you should be able to afford a house costing two and a half times your yearly income. "But," you say, "what will it cost me monthly, and how long will it take to pay for this home?"

Another simple rule is that the monthly expense for the home should not exceed one third the monthly income. Hence, if your income is $200 monthly, the monthly expense for taxes, insurance, payments on the mortgage and agreement should not exceed $66.67.

Assume that you contemplate buying a home for $6000, that your down payment is $1500, and that there is a mortgage of $2500 bearing interest at seven per cent payable $50 principal, plus interest, half yearly. The estimated yearly expense would be somewhat as follows:

Taxes	$120.00
Fire insurance premium	25.00
Windstorm insurance premium	4.00
Repairs and maintenance (1% of $5000, assuming $5000 to be the value of the house and $1000 the value of the lot)	50.00
7% interest on mortgage	173.00
Paid on account mortgage principal	100.00
Paid on account of agreement for sale—interest and principal roughly 12x$27.50	328.00
Total equals 12x$66.67	$800.00

Thus, under conditions described, you could afford, in addition to making the mortgage payments, looking after taxes, insurance and repairs, to pay $27.50 per month toward interest and principal on an agreement for sale.

Now let us see when this home will be paid for. Purchase price $6000 is accounted for as follows: Down payment, $1500; mortgage, $2500; agreement for sale, $2000; total, $$6000.

Using special tables, it is seen that a monthly payment of $27.50, applied first to interest for the month and then to principal, will pay off

$2000 in about eight years. In eight years' time then your position would be as follows:

Your equity in home—Down payment	$1500	
Paid on agreement	2000	
Paid on mortgage	800	
		4300
Mortgage still outstanding		1700
		$6000

At this stage you can breathe a well-earned sigh of relief and be content to pay off the mortgage at the usual rate of $50, or $100 every six months. Or it may be your ambition to get clear title. By continuing to allocate $66.67 monthly for the home purchase, there will be available towards the mortgage the sum of $50.00 monthly, calculated as follows:

Taxes, insurance, repairs	$199
Amount to pay on mortgage, roughly 12x$50	601
Total payments (12x$66.67)	$800

From the same tables, it is found that $50 paid monthly towards principal and interest will retire the mortgage of $1700 in somewhat over three years at seven per cent interest. Hence in less than twelve years, at a monthly expense of $66.67, you may own a home with clear title.

In the discussion so far, we have not considered how much it really costs to own a home. Until a home is paid for, you are paying more than the actual cost of owning the home, since your payments on account of agreement principal and mortgage principal are actually monies saved. So let us look into the question of what it actually costs to own a home. For convenience, let us continue with the $6000 home. Assume the agreement is paid off and there is still $1700 due on the mortgage. The estimated yearly carrying charges would be:

Taxes	$120.00
Fire insurance premium	25.00
Windstorm insurance premium	4.00
Repairs and maintenance	50.00
7% interest on $1700 mortgage (reduced by $50 half-yearly)	117.00
6% interest on the owner's equity (increased monthly)	259.00
Depreciation allowance (assuming the house has a life of 30 years, money at 6% amortized)	63.00
Annual cost	$638.00
Monthly cost	$ 53.17

In other words, from the above computation, the owner of a $6000 house should charge himself approximately $53.17 rent monthly to take care of all carrying charges and to provide a sinking fund that in thirty years' time will amount to $5000 (the value of the house). A fairly safe rule is that the actual cost, monthly, of owning a medium priced home is one per cent of the purchase price, *i.e.*, $60 for a $6000 home.

By courtesy of Royal Canadian Air Force

Norway House

By DR. JOHN MACLEAN

Swishing waves on the rock-bound shore,
The wail of the wind in the trees,
The stately tread of the men of yore,
Guards of the northern seas.

Trappers and traders, sons of the wild,
Paleface and redmen, go
Courting the blizzard, winter's child,
Tramping the trail of snow.

Seekers of conquest of lands unknown
Halted awhile at the port,
As northern lights kept beckoning on
From comfort and ease in the fort.

Heroes of peace were these valiant men,
Brave sentinels one and all,
"Company's Servants" with voice and pen,
Awaiting the master call.

Sons of the North, heralds of light,
Lords of the forest trail,
Fearless in danger, defenders of right,
Chiefs of the mystic sail.

The song and story of olden days
Still linger in Norway Hall,
Visions of splendour whose golden rays
Adorn the fortress wall.

The Fortress of Rubber

H.V.M., H.B.C., Vancouver

ON one side of Birmingham is an old-established village of chocolate; on the other a brand new village of golf balls. Fort Dunlop is interesting because it is an example of the great war-time factory converted to peace-time conditions, employing 14,000 men and women and obviously destined to line up in time with Port Sunlight and Bournville. At the gate stands a commissionaire to interview all incomers, and soon we are between great workshops, vast as airship hangars.

Rubber has a pretty bad time before it becomes a tyre, an inner tube, a golf ball or a tennis ball. In great, high shops, warm with steam, men take it and boil it and bake it till the air is rich with its odours. Then they hang up the rubber till it is in sheets like warm, wet blankets. One might think that they would let it rest. But no! They mix in red powders (for inner tubes) and black powders (for tyres); they pass the mixture through rollers till the rubber creams and bubbles like hot chocolate; and, eventually, it is ready.

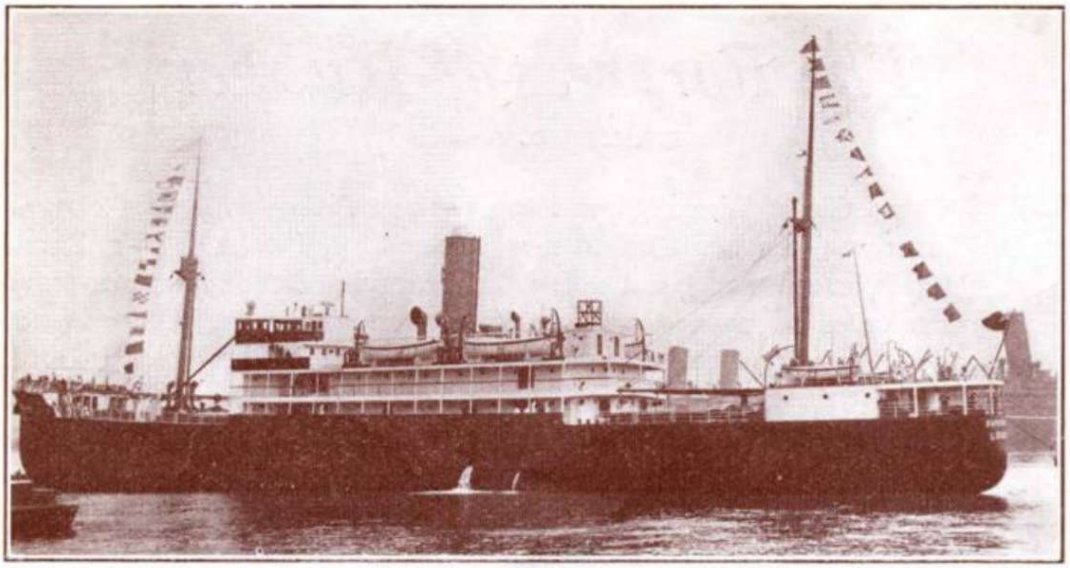
Each shop in the fortress is a factory in itself. In one the rubber goes in at one end, to emerge at the other a pneumatic tyre or an inner tube; at the next a golf ball; at the next a tennis ball. The rubber moves in steady procession through hundreds of hands; each hand does something different to it; and it becomes more like a tyre or a tennis ball at every yard.

Hundreds of girls sit in a shop making golf balls. Little hard balls of India rubber, coming along to them in endless quantities, are quickly wrapped with rubber tape and are weighed at every operation.

The balls run on to the next shop, where they are bandaged again, and they travel onwards to still more good-looking, shingled maidens, who dress them in miles of thin rubber. At this stage the young ball is put into an oven, from which it emerges looking like a well-poached egg.

In the painting shop, girls, whose palms are covered with enamel, rub the finished golf balls and send them on. In the packing shop the golf balls lie in thousands, white and unsullied by a tee, ready to start off on their mad career, ready to provide untrue stories in clubrooms, to drive men to distraction, to separate husbands and wives.

The most interesting stage in the development of a tennis ball which boasts a uniform bounce is that in which the bounce is injected. Girls sit administering the bounce, quietly, efficiently, with no thought that they may be creating an argument at Wimbledon. The tennis balls arrive in two neat halves; the bounce looks like one aspirin and a pinch of salt. The girls weigh out the chemicals, quickly pop them into one half of the ball, while the next girl claps on the lid and seals it. Men then subject them to heat in vast ovens, where the aspirin and the pinch of salt are turned into chemical gas.



The "Bayrupert" Leaving Tilbury for Hudson Bay

S.S. Bayrupert

THE new Hudson's Bay Company S.S. *Bayrupert* was launched on Tuesday, March 16th, 1926, from the south yard of the Ardrossan Dry Dock & Shipbuilding Company, Limited, Ardrossan, Scotland. Her machinery was installed at Greenock by J. G. Kincaid & Company, Limited.

The *Bayrupert* is a passenger and cargo screw steamer of 3700 tons d.w. Her length is 335 feet, breadth 51 feet and depth 31 feet 3 inches (to superstructure deck). Her hull is strengthened for navigation through ice, and she is specially designed as a supply ship to trading stations in Hudson Bay and the Arctic. Her propelling machinery, comprising a set of triple expansion engines, gave her on her trials an average speed of fourteen and a half knots. She is constructed of steel, with a double bottom and double plating. She is fitted with special pumping gear, with special heavy steering gear for use in the icefields, in fact with every conceivable device for safe navigation, including the Svenka log for recording the ship's speed in the engine room, the Echo sounding machine on the bridge, Sperry gyro-compass and helm-indicator gear, and what her chief wireless operator proudly describes as "the last word in wireless apparatus."

On the 3rd of June, 1926, the 258th anniversary of the first sailing of the ketch *Nonsuch* from Gravesend in the fur trade service of the Governor and Company of Adventurers of England trading into Hudson's Bay, the S.S. *Bayrupert* left Tilbury Docks, London, England, on the Thames immediately opposite Gravesend, and the event was the occasion of the repetition of an interesting old-time ceremony, when Governor C. V. Sale, Mr. F. H. Richmond, Deputy Governor, and Messrs. V. H.

Smith, L. D. Cunliffe and Sir Hewitt Skinner, members of the Committee, went aboard to wish the captain and his crew a safe and prosperous voyage and to hand over to Captain T. F. Smellie the papers and dispatches for the Company's posts. These documents were contained in the Company's oak dispatch box known as the "Gravesend Box," which has done service in this capacity for many generations.

When proposing the toast of success to the S.S. *Bayrupert*, the Governor said:

"It is frequently said that we live in troublous times, but some encouragement may be derived from a comparison with the early years of the reign of Charles II.

"When that monarch ascended the throne, the country was still suffering from the devastations of a civil war. The population was approximately five millions, of whom about one-fourth were classified as beggars and paupers in receipt of relief. Wages ranged from four to seven shillings a week for farm labourers and workmen. Meat and wheat flour were luxuries and the majority of the nation lived almost entirely on rye, barley and oats. War was declared with Holland in 1665, the year of the Great Plague. In 1666 London was reduced to ashes by the Great Fire and in 1667 the Dutch sailed up the Thames and destroyed several war vessels at Chatham.

"Truly our ancestors were encompassed with trials and difficulties compared with which our own seem trivial. Yet it was in those years that men were found of sufficient enterprise and daring to finance and undertake a voyage to the Arctic regions for the discovery of the northwest passage and to 'find a trade for furs, minerals, and other commodities.'

"On the representations of two Frenchmen from Quebec, Messieurs Groseilliers and Pierre Radisson, a venture was organized by Prince Rupert and his friends—noblemen, bankers and merchants of the City of London—for which at a later date a charter was secured from Charles II under the name of "The Governor and Company

The Governor, Mr. Charles V. Sale, handing over dispatches to Captain Smellie from the historic "Gravesend Box."

On Board the "Bayrupert"

Left to right: Mr. C. Townsend (Manager, Development Department), Mr. P. E. H. Sewell (Assistant Secretary), Mr. F. H. Richmond (Deputy Governor), Capt. T. F. Smellie (Master, S.S. *Bayrupert*), Mr. J. H. Rendall (Warehouse Keeper), Mr. J. D. J. Forbes (Fur Sales Manager), Mr. Charles V. Sale (Governor), Mr. L. D. Cunliffe (Director), Sir. T. Hewitt Skinner (Director), Mr. E. P. Wilmot (Superintendent, Tilbury Docks, P.L.A.), Mr. V. H. Smith (Director), Mr. John McLaren (Naval Architect), Mr. N. Patterson (Accountant), Mr. E. W. Roberts (Building Superintendent), Mr. P. D. Stirling (London Manager), Mr. A. E. Fletcher (Ardrossan Shipbuilding Co.), Mr. J. Ledingham (Chief Engineer, S.S. *Bayrupert*).

of Adventurers of England trading into Hudson's Bay.'

"One of the earliest entries in the first ledger of the Company records the payment on the 30th March, 1668, of £290 for the purchase of the *Nonsuch*, a vessel of about fifty tons, which was laden with cargo and, with forty-two souls on board, set sail from Gravesend on the 3rd June, 1668.

"Thus was the British flag carried to the shores of Hudson Bay and thus was the origin of the great Dominion of Canada, the keystone of empire, stretching from sea to sea.

"Today the Company celebrates the 258th anniversary of that important event in the sailing—also from Gravesend—of their new steamer, the *Bayrupert*, with a carrying capacity of 3690 tons.

"The northwest passage was not discovered by the hardy pioneers who sailed in the *Nonsuch*, but the trade in furs and other commodities was commenced by them and has continued over the long succession of years. With a few exceptions in the early part of the 18th century, vessels of the Company have sailed in each year from England for Hudson Bay, and since 1726 there has been no break in the continuity.

"Whilst asking you to join with me in expressing our wishes for the success of the steamship *Bayrupert*, I desire to express the thanks of the Company to Mr. John McLaren, who has not only designed the vessel but has given an infinite amount of time to the details of construction and equipment.

"I know that it has been largely a labour of love, but none the less we appreciate the devotion and skill which he has applied in such full measure.

"I also wish to congratulate the Ardrossan Dockyards Limited, represented today by Mr. Fletcher, upon the excellent manner in which the contract has been carried out and upon the delivery of the vessel within contract time despite the difficulties with which they have had to contend.

"I have also to thank Mr. Wilmot and Captain Foster, of the Port of London Authority, for the special arrangements which they have made for this occasion.

"I regret that our commodore, Captain Mack, cannot be present today, but he is otherwise engaged, preparing for important work during the coming season.

"I am very pleased that the placing of this vessel in commission has enabled us to appoint Captain Smellie in command and Mr. Ledingham as chief engineer. They have already made many voyages to the Bay in the Company's service and in honouring the toast 'Success to the *Bayrupert*,' I ask you to join with me in wishing them a pleasant and prosperous voyage."

The *Bayrupert* made a successful maiden voyage from Tilbury to Montreal, arriving at Montreal on June 19th. She departed from Montreal on her northern trip on July 15th.

Our Vancouver Store when the present reconstruction and enlargement are finished

The Mink

By DAN McCOWAN, Banff

ONE of the most widely known fur bearers is the American mink. This valuable member of the weasel family is distributed over the greater part of Canada, and is to be found in abundance by the lakes and in the marshy woodlands of the west. It is an animal of somewhat peculiar habit, seeming to combine the traits of the wood-frequenting marten with those of the water-loving otter. It weighs only from one to two pounds and has a singularly long and lithe body. Set upon short legs, it progresses on land in a succession of easy bounds. These leaps are from one to two feet in length, the animal appearing to be able to travel thus with but little exertion and for long distances. When moving about on dry land the back of the mink is arched prominently. An examination of the track shows the mark of but four toes, although the creature has five on each foot. The footprints seldom exceed more than an inch in length or breadth.

Comparatively clumsy and awkward on land, the mink is much at home in water. Swimming and diving with great ease and speed, this amphibious weasel must prove a terror to rodents which seek refuge in moated nests upon the lake. It also forms an ever present source of danger to waterfowl which nest in reedy swamps.

Of all the small mammals of Western Canada, mink have perhaps the most extensive home range. Solitary during almost the entire year, the animals are of restless disposition and normally traverse great stretches of country in a search for food. In fall and again in spring they seem to be possessed with a wanderlust and at such times travel very freely and for long distances. During the day they sleep soundly in hollow stumps or in holes in the banks of a river. At night they come forth to search for prey. Squirrels, birds, mice, and even rabbits, are trailed in the woods and taken as food; muskrats, frogs and fish of many kinds are pursued in lake or stream and form an important part of the food supply of the mink. Unlike its close relative, the marten, this weasel kills wantonly and, gaining

access to a chicken house, will run amuck amongst the fowls. It does not seem to resent the presence of mankind and may be found living in regions that have long been closely settled.

The males and females cohabit in April, remaining together for a very brief period. Six weeks later the young are born in nests made of leaves, grass and moss, lined with down and hair. In a season of food scarcity mink litters are small, seldom exceeding four or five at a birth and often numbering but two or three. When there is an abundance of food a corresponding increase in the size of mink families takes place. At such times litters of ten or twelve are not uncommon.

This circumstance is not confined to the mink species, it having been observed in animals such as the muskrat, marten, ermine, the skunk, and occasionally in the beaver. At birth, mink are very slightly developed, being blind, naked and of diminutive proportions. They do not gain sight until many days have elapsed and are not entirely weaned until almost three months old. It has been found impossible to domesticate the adult wild mink, but if the young be taken from the mother at an early age they become very tame and are usually affectionate and playful.

In the wilds of Western Canada the young mink range with the mother during the entire summer, separating in the fall when they are nearly full grown. Like many of our native fur-bearing species, the mink population has regular fluctuations, at times being abundant and again becoming scarce. Although not dependent to any great extent on the varying hare for food, yet there is a co-relation between the abundance of hares and the prosperity of the mink tribe. Such circumstance may also be noted in regard to North American wolves, foxes and marten.

The mink is extraordinarily tenacious of life. Eskimos have been known to catch mink by means of a wickerwork basket fashioned in like manner to the familiar funnel-opening minnow trap. This contrivance is usually placed in a narrow water channel where mink habitually pass and repass.

In the northwest of Canada the mink has been subject to intensive and continuous pursuit by hunter and trapper. Year by year and for almost two centuries hundreds of thousands of these furry-coated animals have been killed for their pelt value. One might well marvel that the species has even succeeded in existing. The greater wonder is that the harvest of mink fur continues to be of large proportion and that the animals still occupy their original territory.

Divine Discontent

Sad is the day for any man when he becomes absolutely satisfied with the life that he is living, the thoughts that he is thinking and the deeds that he is doing; when there ceases to be forever beating at the doors of his soul a desire to do something larger which he feels and knows he was meant and intended to do.—*Phillips Brooks.*

If Ice Were to Come Again

By C. H. FRENCH, H.B.C. District Manager, British Columbia

THE grandest scenery in British Columbia is that carrying ice and glaciers. Some scientists are of opinion that ice will again cover large portions of the earth's surface, as it did many years ago. Should they be right, it will work havoc, but it will not affect you or me because it cannot possibly happen in our time.

When glaciers do come, they will be caused by an excessive snowfall, all of which will not melt in one year, part being carried into the next. In this way layer after layer will be piled up, forming a coarser grained ice that continually sends out a stream of water from beneath.

All ice expands and contracts as the temperature changes, causing the ground and rocks under the glacier to be torn up and ground fine enough for the constant running water to carry down to its dump, generally a large river. In this way mineral deposits are spread, creating placer mines.

To my mind Caribou, Omineca, Cassiar and the Klondike gold deposits had their sources beneath large glaciers.

Moving glaciers are also responsible for transporting small and heavy pieces of rock now found isolated at great distances from their original resting places. Glaciers that exist today have large piles of earth and rock pushed ahead of them through expansion. Cracks form and these become filled with snow and water, and a relentless, constant outward movement goes on as it freezes. The ocean, the river, or the low ground to where it is pushed, becomes a melting pot that transforms the glaciers back to water.

Lakes, when frozen in the winter, must have some way of taking care of expansion. This is done by the ice being forced up through cracks,

which appear about every ten miles. At these cracks, the ice piles up sometimes ten feet high, and this means that it is piled down thirty feet as well.

Should a ship freeze in a large expanse of sea which is frozen to the shore on all sides, she would soon get pinched unless her construction were such as to allow the ice to push under her. Amundsen's ship *Maud*, now part of the Company's northern fleet, was constructed in such a way as to be proof from damage from this pinching. A ship freezing in a harbour does not have this to contend with, although in such cases it has been found necessary to keep the ice out and open all around a ship frozen in a harbour.

Our Contributors

No. 9—Chief Engineer J. Ledingham

J. Ledingham is one of the men of the Hudson's Bay Company who "goes down to the sea in ships," and who, humbly following the lead of Conrad, McFee and others, finds a little time to record with pen, ink and paper some of the happenings in his varied and adventurous life.

Chief Engineer Ledingham has always been keenly interested in *The Beaver* and has endeavoured from time to time to break the silence around Hudson Bay and among the Company's sea-faring men generally with bright and breezy contributions, written and photographic, to the pages of our magazine, and so well enjoyed have these been that other magazines and newsprints have not been backward in reproducing them. Here is the list: "An Adventure in Landing Supplies." "*Nascopie* in Hudson Bay." "*Nascopie* at the Seal Fishery." "The Ship, the Ship." "Silver King." On hand for later production: "Boat Stations." "Salt."

It is fitting at this time that we should know something of Mr. Ledingham, as this is the first issue of *The Beaver* since he took over his new duties as chief engineer of the S.S. *Bayrupert*, on whose construction and machinery installation he was engaged since January last.

Most of Mr. Ledingham's sea-going career has been amid Arctic ice. He was granted an engineer-lieutenant R.N.R. commission in 1916 while on admiralty service with the *Nascopie* on the White Sea.

Our New Winnipeg Store When Completed
(Gross area of floor 15 acres)

The Hudson's Bay Marland Oil Company

The Governor and Committee of the Hudson's Bay Company have entered into an arrangement with Mr. E. W. Marland for the exploration and development of their oil rights in Canada. A company will be organized under the laws of Canada, to be known as "The Hudson's Bay Marland Oil Company." This company will be operated by Mr. E. W. Marland, who has already appointed several of the leading members of his geological staff to make a complete survey of the land in question.

Binders for The Beaver

September issue completes volumes 5 and 6 of *The Beaver* (eight issues). An index covering both volumes is included in this issue. Loose leaf binder covers for these two volumes in one, similar to the binders used when *The Beaver* was issued monthly, may be obtained at a cost of 60c, post paid. Applications for these should be made through the associate editor at your branch or to the Editor, *The Beaver*, Hudson's Bay Company, 93 Main Street, Winnipeg, Man.

Every year I live I am more convinced that the waste of life lies in the love we have not given, the powers we have not used, the selfish prudence that will risk nothing, and which, shirking pain, misses happiness as well. No one ever yet was poorer in the long run for having once in a lifetime "let out all the length of all the reins."—*Mary Cholmondeley.*

Vancouver Island's First Church

THE corner stone of the old Christ Church cathedral, Victoria, erected in 1872, was recently removed and will be incorporated in the foundation of the new cathedral.

It is proposed to lay the foundation stone of the new cathedral on top of the corner stone of the old cathedral, which in turn will rest upon stones specially sent out from Canterbury cathedral, England, thus retaining the historic continuity of the church's life and work.

The removal of the corner stone revealed a cavity and a metal box containing a glass jar sealed at one end but broken at the other. The contents of the box included a number of coins and a scroll.

The coins were found to be a Canadian five-cent piece of 1870, an English sovereign of 1871, a half crown of 1850, a shilling of 1859 (the year the diocese was formed), a sixpence of 1865, a fourpence of 1840 and a threepence of 1856.

The scroll declared that "Christ Church, the first church on Vancouver island, was built by the Hudson's Bay Company, A.D. 1856, James Douglas being governor, E. Cridge, incumbent, R. Finlayson and A. F. Pemberton, church wardens. It was made the cathedral of the diocese in 1865 and was destroyed by fire 1869. The foundation stone of the new church was laid on Monday, May 20th, 1872, by J. W. Trutch, lieutenant-governor, in the presence of the bishop, ex-Governor Douglas and others; the cathedral body being George Hills, D.D., first bishop of Columbia; E. Cridge, B.A., dean and rector; C. T. Woods, M.A., W. S. Reece, M.A., archdeacons; J. F. McCreight, W. A. Ward, church wardens."

Active preparations are already being made for the foundation stone ceremonies for the new cathedral on September 9th, when the Bishop of London is expected to officiate.

Graphic Arts Guild

On June 7th, 1926, a group of the members of the Graphic Arts Guild from the middle western states of U.S.A. was entertained by the Hudson's Bay Company. They were shown over the Historical Exhibit at the retail store, Winnipeg, then driven to Lower Fort Garry to inspect the old stone fort. Luncheon was served on the verandah of the old residence, when Major J. Chadwick Brooks, London secretary of the Company, welcomed the visitors.

Mr. D. B. MacRae, assistant-editor-in-chief of the *Manitoba Free Press*, extended the greetings of the local press. Mr. M. Atkinson, of the *Daily News*, Hibbing, Minn., and Mr. F. R. Moses, of the *Chronicle*, Marshall, Mich., responded in behalf of the visitors.

Several members of the Company's staff showed the visitors over the fort, explaining all the points of special interest.

Autumn Fashions

By SUZANNE, H.B.C. Winnipeg Retail

AUTUMN fashions show beauty and variety. The new modes arrive with all the freshness and originality the best designers can contrive to please the feminine world.

This is a season rich in fashion interest, for now the mode changes, becomes rich and distinguished and goes robed in supple velvets and fine silks.

Frocks of fall feature an enchanting array of tiers, yokes and belted lines for decoration. Materials featured are satin, velvet, moire and jersey.

New coats are distinguished by graceful lines. Loose, full sleeves, becoming Dolman and bloused lines, intricately cut yokes, luxurious fur trimmings and rich embroidery. Silky-smooth deep-napped fabrics are their materials.

Travel coats are of warm coloured plaids and homespuns, smartly belted and tailored with unusual care.

Fall hats are skilfully draped and present cleverly placed trimmings. Hats too, feature the richer materials —satin, moire, velvet and velours are prominent.

How to Test Linen

1. A drop of water on linen spreads and evaporates quickly. On cotton the action is much slower.

2. Linen is hard to tear, leaves a sharp edge, which lies flat. Cotton tears easily, and leaves a curled edge.

3. A drop of glycerine on linen becomes transparent and is absorbed. On cotton it rolls around like a drop of mercury.

Hudson's Bay Company.

INCORPORATED 2ND MAY 1670.

Offers For Sale

Over Three Million Acres

Of Agricultural and Grazing Lands in Manitoba, Saskatchewan and Alberta

Also valuable Residential and Industrial Sites in Fort William, Fort Frances, Kenora, Ont.; Winnipeg, Manitoba; Prince Albert and North Battleford, Saskatchewan; Edmonton and Calgary, Alberta; and Victoria, British Columbia.

The Hudson's Bay Company is the oldest and one of the largest owners of Farm lands in Western Canada.

Write for booklet and large scale map shewing exact location of Company's holdings. Full particulars of prices, terms, etc., may be had on application to

LAND COMMISSIONER
HUDSON'S BAY COMPANY
WINNIPEG

STAFF SUPPLEMENT

News from Stores, Posts and Branches

Associate Editors of Stores

The Christmas number of "The Beaver" must be up to its usual high standard this year. We look to you to provide the subject matter and to see to its good quality. Please start now with your possible contributors. Let us have special articles, that are seasonable and interesting, well ahead of publishing date. Short stories, descriptive articles, essays, sketches, verse (serious or humorous), drawings, winter photographs—just the kind of material you yourself like to read and see in a magazine of the nature of "The Beaver."
—Editor.

Vancouver

H.B.C. STAFF OUTING

Carrying 1250 persons on the Company's staff picnic to Selma Park, S.S. *Lady Alexandra* was one of the first Vancouver boats to have the honour of answering the greeting of H.M.S. *Curlew*, which passed inbound for Vancouver on August 15th.

The store remained closed for the entire day, that the employees might have full enjoyment of the outing; transportation, tea, coffee, cream, fruit and ice cream being supplied free to the employees.

On arrival at Selma Park, a rush was made for the picnic grounds, children struggling between a desire to feast and the lure of exploration. The eating won, and merry family groups filled the tables and overflowed on the grassy plots that surround the grove. Most of the children entered whole-heartedly into the game of seeing who could eat the most fruit and ice cream, which was generously dealt to them, including 1000 pounds of watermelon, 2000 bananas, 3000 oranges, 4000 apples, 3000 all-day suckers, 75 gallons of ice cream and 60 gallons of cream.

Fine Sports Programme

By 1.30 the athletic field was roped off and arrangements made for the start of the races. Prizes, which were presented by Mr. G. A. H. Porte on the return trip, were most generous and were donated by the managers of the various departments. They ranged from fishing tackle for boys to flannel trousers for men.

Nearly every one of the younger members of the party spent the return journey dancing, while the older people watched or sat on deck and listened to the singing that echoed from all corners of the boat. It was a full day, and a very happy one, that will long be remembered by all who participated in its pleasures.

Unfortunately, owing to pressure of business in Vancouver, Mr. P. J. Parker, general manager for the Company for British Columbia and Southern Alberta, was unable to accompany the picnic party, but Mr. G. A. H. Porte, vice-president, substituted very successfully. Officers of the Company and picnic officials were untiring in their efforts to keep things moving and to seeing that everyone was given attention.

The following is a list of the members of the picnic committees: Picnic convener, H. R. P. Gant; judges, G. A. H. Porte, F. S. Garner, S. D. Wilson, W. E. Townsend; starter, A. Webster; announcer, J. Sutherland; grounds and sports committee, E. Williams (chairman), Misses M. Leigh, M. Sweet, M. Peebles, R. Wotherspoon, Messrs. R. Leaney, A. R. Mann, D. Scott, S. N. Purdy, H. Davidson; social committee, Miss E. S. Morley (chairman), Misses G. MacFarlane, V. Prendergast, K. Desmond, E. M. Paull, E. Findlay, B. Blake, S. Storey, Messrs. C. M. Poole, D. Dale, L. W. Freyer, F. A. Wilson, G. D. Mitchell, A. Hand.

Race Results

Results of the races were as follows:

Boys under 6 years, 25 yards—Bill Parish, Ronald Boon, Jackie Holt.

Girls under 6 years, 25 yards—Dorothy Brightmore, P. Thomson, Chrissie McCullough.

Boys 6 to 9 years, 50 yards—Albert Dick, Donald Freyer, Roy Abel.

Girls 6 to 9 years, 50 yards—Alice Clark, Margaret Holt, Hilda Clifford.

Boys 9 to 12 years, 50 yards—Harry Parish, Allan Booth, Douglas Young.

Girls 9 to 12 years, 50 yards—Dorothy Patterson, Florence Blake, Ruth Clifford.

Centipede race for men, 50 yards—B. Henderson, H. Purdy, F. Hornsby, H. Hornsby, G. McLaish, K. McKinley, R. Robinson, A. Freyer.

Egg-and-spoon race, girls 13 to 17 years—Isabel Slater, Miriam Layhe, Nina Diakonoff.

Pie-eating contest, boys 13 to 17—Harry Billingsley, Jack Hairnay, David Gilruth.

Mixed novelty race, 50 yards—Miss E. Harrison and J. Pronten, Rose Lawrence and R. Leaney, Miss D. Davies and R. McFadyen.

Mixed novelty race, 25 yards—Miss M. Chilcott and J. Galbraith, Miss R. Fourchalk and S. Kilroe, Miss R. Alison and G. McLaish.

Obstacle sack race, 50 yards—K. McKinley, E. Hornsby, Jim Smith.

Employees' wives novelty race, 25 yards—Mrs. Sharman, Mrs. M. Monzo, Mrs. H. McLellan.

Ladies' nail-driving contest—E. Harrison, H. McLellan, Mrs. Holt.

Tug-of-war, team of eight men—Fourth floor team, G. Mellish, D. Alexander, C. Reed, J. Wilson, M. Clifford, P. J. Logue, O. Smith, W. Henderson.

Challenge relay race (wholesale vs. retail)—G. Caird, E. Hornsby, E. Williams, R. Leaney, J. Martin, T. Purdy, K. McKinley, J. Dick.

Quoits (age limit 30 and over)—G. Edwards, G. A. Hodge and Art Webster.

Vancouver staff welcomes N. W. Douglas, A. J. Gilbert, S. W. Van Camp and A. A. Williams, all Torontonians. They are here to do big things. They will find everyone ready to lend them all the assistance possible.

After five years of service, Mrs. L. Davies leaves to take up her home in Portland, the City of Roses. She will be a great loss to the advertising department, where she was esteemed for her kindly manner as well as for the excellent work she did.

The staff's sympathy goes out to Mr. Davidson in the loss of his home and contents by bush fire. Like every other keen business man, he was well insured, so that his present predicament will be only temporary, and the August home-furnishing sale will be a welcome event for him.

George Sewell is still on the sick list, although he is progressing favourably. We hope he will soon be back to watch over the interests of the stationery department.

E. M. J. Edwards, of the personal shopping service, has gone on a two months' trip to the south, visiting San Diego, Los Angeles and other cities en route.

Messrs. Gilbert, Douglas, Van Camp and Aldrich are all in the east making purchases for fall.

I. Canfield, of the personal shopping service, is enjoying a well-earned holiday in Seattle.

SPORT

Cricket—The cricket team continues to do good work, and is now in the proud position of second in the Wednesday league. We wish the players good luck in the future matches, and hope it will be possible for them to move into first place before the end of the season.

Victoria

FIFTH ANNUAL PICNIC

Ten big tallyhos and numerous private automobiles conveyed a happy, noisy throng of nearly six hundred employees, their wives, families and friends out to Deep Cove on Wednesday morning, August 4th, to enjoy a full day's recreation on the occasion of the fifth annual picnic. The drive, extending over twenty miles of wonderful scenery, was a pleasant introduction to the good times which were to follow. Luncheon was provided by an energetic and efficient catering committee.

The sports committee arranged a wonderful sports programme, which commenced about two o'clock with races for girls and boys under six years of age and finishing three or four hours later with tug-of-war contests. Congratulations are in order for Bob Addie, who for the second year in succession was awarded the Governor's cup for the highest aggregate points of the day. Mr. Addie was also presented with a minature cup showing he had won the trophy in 1925. One more win and the Governor's cup becomes his permanent property. Peggy Love, who won the highest number of points for the ladies, was awarded the President's cup, which after three wins becomes the property of the holder. Miss Florence Haines, winner of the President's trophy last year, was presented with a minature cup. After the prizes had been presented to the various winners by Mrs. A. J. Watson, Mr. Watson proposed a vote of thanks to T. Wilkinson, the association secretary and the committees.

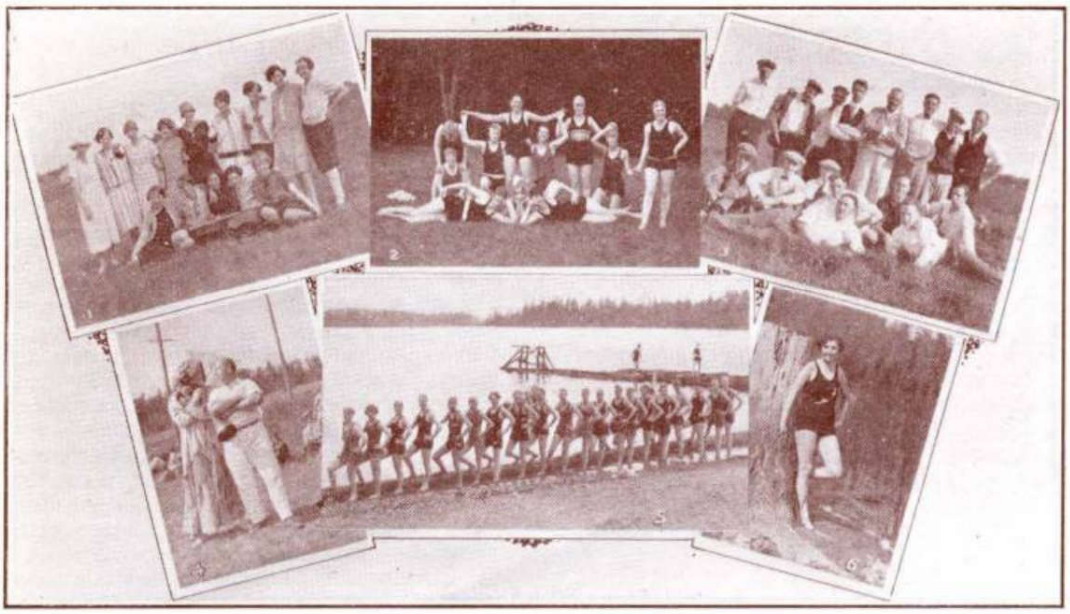
Dancing on the large open tennis court was a feature of the evening's entertainment, Charlie Hunt's orchestra being in attendance with a special programme of the latest musical hits.

Sports committee: Percy Shrimpton, chairman; Misses L. Hunter, E. Matthews, G. Bowden, A. McKenzie, and M. Earnshaw, Messrs. R. Addie, A. Minnis, W. Parke, N. Redman, R. Eaton, C. Nicholls, B. Watson, W. Stark, A. McConnell and J. Martin.

Social committee: Walter Stark, chairman; Misses L. Hunter, A. McKenzie, G. Bowden, V. Gardner, W. McDonald, E. Hastings and M. Earnshaw, Messrs. F. Crawford, A. S. Woollard, A. Minnis, R. Eaton, J. Grant, W. Woodley and N. Spratt.

HEALTH LECTURE BY CAPTAIN IAN ST. CLAIR

Right breathing, right eating, right drinking, right exercising, right working and right recreation were some of the points emphasized in the most interesting and instructive talk on health hygiene given to the Victoria store employees a



Picnic Pictures, Victoria Store Employees

1, Ladies' Indoor Baseball Team. 2, Tableau entitled "Spring Has Came." 3, Men's Indoor Baseball Team. 4, Aunt Susie (Reg. Kinear) and George Hibberd, our official announcer. 5, Twenty Victoria Mermaids, All H.B.C. Employees. 6, Another Mermaid.

Photographs by J. H. Grant, H.B.C. Furniture Department, Victoria.

few weeks ago by Capt. Ian St. Clair. In order to be happy and contented in our work, we must be healthy, and to be healthy, we must study and practice right way of living. In his half-hour talk, Capt. St. Clair crowded a great deal of good advice which, if followed, will mean not only greater efficiency and a greater measure of success but more happiness and enjoyment in life.

POPULAR MEMBERS OF STAFF WED

To Queenie Butler (now Mrs. McPherson) we extend our heartiest wishes for a long and happy married life. Miss Butler, who has for the last four years been a member of our restaurant staff, was presented with a case of cutlery by her fellow employees. After the marriage ceremony, which was solemnized at the home of Rev. Dr. Clay, Captain and Mrs. McPherson left for their honeymoon, which was spent on a yachting cruise.

Violet Jamieson, of the drug department, is still another member of our staff who has thought fit to change her name. Violet became Mrs. R. Green on Saturday, August 7th, Rev. Mr. Rae performing the ceremony at the First Presbyterian Church, Vancouver. We all wish Mrs. Green a long and happy married life.

MISS McLAREN ENTERTAINS

On Wednesday afternoon, July 7th, the home of A. G. McLaren, Davie street, was the scene of a delightful tea given in honour of M. Grimason, who was going on three months' leave to visit the Old Country. The invited guests included Mrs. A. J. Watson, Mrs. W. Fowles, Mrs. Wm. Florence, Mrs. J. Hunter, Mrs. B. L. Bond, Mrs. Wm. Robb, Mrs. W. Stewart, Mrs. A. Thomson, Mrs. J. Martin, Mrs. E. Martin, Mrs. H. Abbott, Misses Grimason Cicero, McDougall and Roff.

VICTORIA HOOVER REPRESENTATIVE LEADING SALESMAN

Harold Groves, the Hoover representative for the H.B.C. Victoria store, is to be congratulated upon reaching the premier position in British Columbia for Hoover sales records. In recognition of this, Mr. Groves was invited to attend the great international convention of sales representatives of the Hoover Company at North Canton, Ohio, during the month of July.

"THE BEAVER" EDITOR VISITS VICTORIA

We were glad of the opportunity of meeting Robert Watson, our editor-in-chief, last month, when he came west to attend the Canadian authors' convention in Vancouver. The Victoria associate editor had the pleasure of accompanying Mr. Watson to Craigflower Farm, a spot closely associated with the early history of Hudson's Bay Company on Vancouver Island. While in Victoria, Mr. Watson met both the lieutenant-governor and the premier of the province, Hon. H. H. Bruce and Hon. John Oliver, respectively.

BUYERS GO EAST

M. B. Cicero, buyer for the millinery department, recently returned from a most successful round of the eastern markets, where she made many excellent purchases in preparation for a busy autumn.

Before sailing for England, where she is spending a short holiday, M. Grimason, ready-to-wear buyer, visited Montreal, New York, Chicago and other buying centres in the interests of her department. On her return journey, she will again spend a few days in the markets.

A. G. McLaren, buyer of whitewear, underwear, corsets, etcetera, is also visiting the eastern buying centres and hopes to be back early in September.

CRICKETERS DOING WELL

Three cheers for our cricket eleven! Out of eight games played, they have won six, and at the time of going to press lead the league by one game. With only two more games to play, they stand a good chance of retaining the championship. Verrall is to be congratulated upon making his century, not out.

DAVID MANSON

It is with regret that we report the death of David Manson, who passed away on Sunday, July 27th, at his residence in Oak Bay. Mr. Manson, who was in his eighty-fifth year, was an early pioneer of Winnipeg, where he served twenty-eight years with the Hudson's Bay Company, retiring to Victoria from active business fourteen years ago. Mr. Manson was widely known from Montreal west as a man of sterling qualities. The interment took place at Royal Oak Burial Park, Rev. Dr. Wilson, of the First United Church, officiating. A. J. Watson, manager of the Victoria store, attended the funeral as representative of the Company. Wreaths were sent from the Company and from the employees' association.

Kamloops

Misses F. Littlewood, of the shoe department, M. E. Barr, of the millinery department, Jean Dougans, of the piece goods section, G. and R. Barraclough, M. E. Nixon and A. Pattinson all spent their vacations this summer at the coast cities.

Our store manager, E. J. Lanceley, is now the proud possessor of the medal and badge denoting the completion of fifteen years' service with the Company.

Now that the intense heat of the past few weeks has abated, our tennis enthusiasts are again active.

Vernon

THE APPLE HARVEST

The orchards around Vernon are now at their best. The apple-picking season finds the growers with two worries: the first in regard to the returns to be received when the crop is marketed and the other the securing of pickers. Help from the northern end of the valley was a material factor in enabling the south to harvest the crop last year, but with a fair crop in the south and indications of a large crop in the north, the outlook is not so bright.

INTER-STORES PICNIC

On May 24th last (Victoria Day), about seventy members of the staff of this store and their friends journeyed to Grande Prairie by automobiles and met the members and friends of the Kamloops staff, who came in by car and train, arriving soon after ten o'clock. The morning was spent in ball games, cricket, etcetera, while the ladies from both stores prepared lunch. The afternoon was spent in carrying through a heavy programme of sports, the big event of the day being the inter-stores tug-of-war, which, after a stubborn fight, was won by the Vernon team. Supper over, a vote of thanks was passed to the managers and their wives and all others who had helped to make the day one of the most successful on record. Leaving shortly before seven o'clock on their fifty-mile return trip through the famous Similkameen Valley, the party arrived back again in Vernon just before ten o'clock.

LONG SERVICE MEDALS

H. Pout, our manager, and Louise Livingstone, buyer for our ladies' ready-to-wear department, are this week receiving congratulations from the members of the staff and their friends on receiving the Company's long service medals. Mr. Pout has held positions during the past fifteen years with the Company at Winnipeg, Montreal office, Victoria and Vernon, while Miss Livingstone, who entered the Company's service at Winnipeg, has for the past four years been buyer for our ladies' ready-to-wear department.

L. Livingston, buyer for the ladies' ready-to-wear department, left on Tuesday, August 3rd, for Winnipeg, Montreal, Toronto, and New York, to buy for her department.

Miss May Wilson Pout, eldest daughter of our manager, returned home on Sunday, August 8, from England, after an absence of three years on the continent and in London, England, where she has been studying music. Miss Margaret Robinson, of North Shields, England, accompanied Miss Pout and will spend the winter in Vernon.

Nelson

OPENING OF NEW ROAD

Most of the members of the staff visited Kaslo and Ainsworth for the opening of the new road on Wednesday, July 28th. Among the distinguished visitors present were the Honourable Randolf Bruce, liuetenant-governor of the province of British Columbia, and Miss McKenzie, his niece, also Premier John Oliver, and hundreds of visitors from the surrounding districts. The new road, which lies along a sheer cliff of 120 feet above the lake, commands a wonderful view of the surrounding country. The streets of Nelson presented a very gay appearance, being decorated for this, the first visit of the lieutenant-governor.

NELSON'S DUKHOBORS COLONIES

We have, near Nelson, quite large Dukhobors colonies, and while they do not, by any means, spend money freely, they give us a fair amount of business. But their ways are strange to us. Some of the real old die-hards will not wear anything which has necessitated the killing of an animal, and the sale of a pair of canvas boots with rubber soles was stopped recently because of the presence of a leather strap. They are very difficult to deal with and the expression of pained surprise on their faces when a price is quoted is a triumph of histrionic ability. We have sometimes wondered if the surprised look would persist if an absurdly low price were asked for an article, but that is a risk one cannot take.

The younger generation are rather dressy, and the writer has a vivid recollection of two of their young men, who, one hot day, discarded their collars, but still persisted in wearing bow ties fastened with elastic. They certainly looked funny.

The women dress in a peculiar fashion: shawls on their heads and aprons edged with lace. They wear no corsets, most of the women having fifty-inch waists. Now then you corsetiers in the big stores, get busy!

Jessie Fowles, of the office staff, has been spending her vacation motoring around the various lakes in the Kootenay district.

Thelma Heddle, of the office staff, has been spending her holiday riding in the northern district of the Kootenay lake and visited several of the mining and lumber camps in the Lardo district.

Maude Callaghan, of the ready-to-wear department, returned to her old love, Vancouver, for her vacation, and took various trips by steamer around the wonderful country on the Pacific coast. While at the coast, Miss Callaghan spent some time at Victoria and Whytecliff, and also renewed old acquaintances at a Hudson's Bay picnic at Selma Park.

T. Maddock, of the men's furnishing department, decided on a change this year, and instead of the usual long railway trip with his family, he enjoyed the fishing and boating at Balfour, B.C.

H. Ward, the noted big game hunter of the staff, was unable to take his holiday late in the fall this year and had to content himself with spending his vacation at Rossland.

Mary Irving, of the office staff, has returned from a holiday spent with her family, who are camping at Shoreacres. While on vacation, she visited Bonnington Falls, and was taken through both the Upper and Lower Bonnington plants of the West Kootenay Power and Light Company.

George Bladworth, our accountant, left on Wednesday morning, August 18th, in charge of the annual trip of the Kokanee Mountaineering Club. They intend visiting, if the snow will allow, the famous Kokanee Glacier, which has attained much prominence in the New York *Herald* during the last few months.

Mr. and Mrs. John Anderson and family, of Regina, have been spending a vacation on the shores of Kootenay Lake. Mr. Anderson will be remembered as accountant at the Yorkton store, and was previously with the Hudson's Bay Company at both Calgary and Vancouver.

John Towler, manager of the grocery department for the last twenty-four years, has taken his wife and family home to Scotland. This is the first trip Mr. Towler has taken back to his native land since he emigrated in 1902. We are all looking forward to his return with the usual tall yarns of the doings of the Scots.

Calgary

THE EXHIBITION AND STAMPEDE

The Hudson's Bay Company at Calgary is to be congratulated on receiving first prize in the commercial section for floats entered in the parade for the Calgary exhibition and stampede. The float was arranged to display a number of fur-bearing animals, also the finished products—coats and wraps—which were worn by members of our own staff. The exhibit in the Industrial building was, we believe, the best effort in a number of years and was well worth the attention paid to it by visitors. The Hudson's Bay Company trading post, situated at the fair grounds,

in charge of Messrs. Warwick, Tyrell, Simpson and Nendick, also attracted a great many visitors.

ANNUAL FIELD DAY

On June 16th, the welfare association held its annual field day, when the majority of our staff indulged in a long list of sports. The weather was all that could be desired and the club house and grounds overflowed with members and their families or friends. Racing and jumping, football and baseball were all engaged in throughout the afternoon, and in the evening the club house floor and verandah were filled with dancers.

The following officials contributed their services to the event, and were largely responsible for the great success of the afternoon: Judges—L. L. McCanse, J. Campbell, F. P. Lavoie. Clerk of the course—J. M. Curll. Starters—C. A. Plows and G. M. Brower. Announcer—George Russell. Sports committee—G. C. Pollen, J. H. Fryer, G. H. Benson, R. W. Gibson, W. E. Salter, J. B. Neal. Refreshment committee—Mrs. A. Lewis, Mrs. M. Moody, A. Wilkinson, E. Nicholson and T. Steidel.

List of Winners

Buyers' race, ladies and men—1, Miss Patton; 2, Mrs. Edmison; 3, H. N. Parker.

Men's race, 100 yards—1, R. W. Gibson; 2, Fred Rhuman.

Single ladies' race, 50 yards—1, C. Babbs; 2, I. Cooper.

Ladies' relay race—1, first floor, Miss Heard; 2, second floor, Miss Babbs.

Men's relay race—1, third floor.

Ladies' peanut race, two heats—1, J. Hurst; 2, G. Walker.

Ladies' and men's three-legged race, two heats—1, Miss Cooper and Mr. Pettigrew; 2, Miss Heard and Mr. Bailes.

Ladies' and men's wheelbarrow race, two heats—1, Miss Thompson and Mr. Ross.

Married ladies' race—1, Mrs. Sheppard; 2, Mrs. Gibson.

Kiddies' race, under 10 years, two heats—All runners received ice cream and prizes.

Boys' race, under 16 years, 75 yards—1, J. Davidson; 2, Master Enright.

Girls' race, under 16 years, 50 yards—1, Vivian Brower; 2, Ethel O'Hara.

Men's sack race—1, Mr. Clancy; 2, Mr. Potterfield.

Men's running broad jump—1, R. Gibson, 18 feet 11 inches; 2, Ed. Glover, 17 feet 10 inches.

Ladies' sack race—1, Miss Thompson; 2, Ethel O'Hara.

Boy's race, under six years—1, Leslie Russell; 2, Levin Wilson.

Tiny tots' race, girls—1, Audrey Kerr; 2, Bonny Gibson.

WHIST DRIVE AND DANCE

On June 9th members of the association held a whist drive and dance at the club house. This occasion really went over so big that the house was taxed to its utmost capacity for whist, and when dancing commenced the doors were thrown open and couples were to be seen dancing out of one door and in at the other via the verandah. Everybody had a real good time and went home satisfied.

Several of these parties, but smaller in numbers, have been arranged and carried out since that date and it is felt that the club house is being appreciated more this year than ever before.

The Hudson's Bay Company, on May 28th, entertained in our Elizabethan dining room the delegates to the Alberta Women's Institute convention. F. M. Johnston welcomed the delegates to the store and a programme of music was arranged. Vocal selections were rendered by Mrs. A. D. Vair and Mr. J. Maguire, Mrs. J. Maguire, accompanist.

We welcome to our organization at Calgary A. Sparling, who has taken charge of our men's and boys' clothing departments. Mr. Sparling is well known throughout the Company, having managed similar departments at Winnipeg for two and a half years and in Vancouver for seven years.

We also extend the hand of welcome to Robert Simpson, who has come from Montreal to take charge of our china department. Mr. Simpson, before coming to us, was in charge of the hardware and china departments at Ogilvies, of Montreal.

The sympathy of the entire staff is extended to R. B. Arthur, our electrician, in his recent bereavement.

SPORTS

Golf—A number of golf competitions have been engaged in, with the following results:

Mixed Foursomes—E. Booth and T. Clancy.

Tombstone Competitions—Men, T. Skinner; ladies, Mrs. Edmison.

Approach and Putting—Men, 1st, L. L. McCanse; 2nd, F. Barnes; 3rd, C. Skinner. Ladies, 1st, Miss Humphries; 2nd, Mrs. Skinner; 3rd, Mrs. Kerr.

Governor's Cup—This award was keenly contested for. After elimination, L. L. McCanse represents the store against C. L. Skinner, of the wholesale. The final will be played on the return of Mr. McCanse from the east.

Tennis—Doubles: The first competition of the season resulted in a win for Miss Kelly and Mr. Pat. Nolan over Mr. and Mrs. Gibson.

Calgary Wholesale

CHANGE IN PERSONNEL

With the transfer of Harry Maddison to the Vancouver branch and the resignation of A. D. Norman, the manager of the wholesale tobacco and confectionery section, the management of the wholesale branch has been placed in the hands of W. C. McKnight.

M. Perry replaces K. Bernard as sales manager at the wholesale. Mr. Bernard resigned owing to ill-health.

Edmonton

THE STAFF PICNIC

Under ideal weather conditions, the store employees, with their families, spent their annual picnic at Alberta Beach all day Wednesday, July 21st.

On arrival at the picnic grounds, the crowd dispersed to romp, roam and make merry. Many were soon enjoying a swim in the cool waters of the lake, others took to boats and canoes. Directly after lunch, the sports committee had a well arranged programme under way, which included field and track events, all of which attracted enthusiastic attention. Mr. F. E. Dynes and Miss Dominy distributed the prizes, with Messrs. W. G. Cunningham, Watson, Robertson and Bunting acting as judges.

Baseball and football matches were played between the H.B.C. and Gas Company, and later dancing in the pavilion proved the attraction.

On Wednesday evening, at the home of Helen Dominy, 9812-86th Avenue, the office staff of the Hudson's Bay Company gathered in honour of Jean Robertson, who is leaving shortly for Seattle, where she intends to live. At the close of the evening, P. Watson, traffic manager, in behalf of the staff, presented Miss Robertson with a gold pen and pencil set, after which a dainty lunch was served by Helen and Anna Dominy.

Winnie Whitton, of the staple department, is now holidaying at Vancouver.

We welcome to our staff Mr. Wismer, buyer for the china department.

There seemed to be an epidemic of marriages connected with the Edmonton store. Those recently married were: Alva Green, of the transfer desk; Maude Patrick, of the advertising department; Jean Eakin, of the wool section; Marjorie Anderson, of the boys' department; while we understand Freda Cooper is to be married shortly.

Lethbridge

ANNUAL PICNIC

Our annual picnic and opening at the club house at Henderson Lake was held recently and provided a good time to the large number of staff members and friends. Tennis, baseball and boating were indulged in during the afternoon, while dancing was the order of the evening. In the tennis tournament, honours were won by W. C. Thomson and Geo. Geering.

PAGEANT OF PROGRESS

A Pageant of Progress was a feature of the Lethbridge exhibition on July 1st. The object of the pageant was to celebrate the twentieth anniversary of the province of Alberta and the twenty-first anniversary of the city of Lethbridge. There were in the parade, R.C.M. police, Indians in costumes, pioneers, old-timers, decorated cars, bands, clowns, industrial floats and scores of other interesting features. At the reviewing stand were the lieutenant-governor, the mayors of Calgary and Lethbridge and other notables of the province. The Hudson's Bay Company had the honour of winning the first prize in the float competition.

Alfred Walton, who has been an efficient member of the staff, has left the Company's service. Before leaving, Mr. Walton was the recipient of a trunk, presented by members of the staff.

We are pleased to welcome Allan F. Foster, who succeeds Alfred Walton in the shoe department.

H. B. Dall, of the ready-to-wear department, recently left for the east on a buying trip.

B. Raby has returned to her usual place among hose and gloves after a motor trip to the coast cities.

A. Scott has returned to the office after a holiday in the mountains.

After spending a very enjoyable holiday at Waterton Lakes, J. Morrissey and A. Garrick have now returned to their places in the store.

Yorkton

We regret to announce that on July 13th Mrs. Louth, wife of H. N. Louth, manager of the Yorkton retail store, died suddenly. Mrs. Louth was born in London, England, and came to Canada with her husband thirty-five years ago. The funeral service was held on Sunday afternoon, July 18th, in the church and at Yorkton cemetery, where interment took

place, conducted by Rev. J. T. Davies, rector of Holy Trinity church, assisted by Mr. Vaughan, lay reader. Floral tokens, in addition to those by the family, were received from the staff of the Hudson's Bay Company, Yorkton; the Hudson's Bay Company, Winnipeg; Miss A. Clark, Winnipeg; Mr. and Mrs. Geo. W. McPhee, Mr. and Mrs. S. N. Wynn, Mr. and Mrs. F. Brunner, Mr. and Mrs. D. Stephen, and Mr. and Mrs. A. Friday.

We welcome H. R. Wright, of Rapid City, who has taken over the management of the grocery department.

The July sale was a decided success, every department reporting an increase over last year's event.

We congratulate H. N. Louth, manager of Yorkton store, upon receiving a gold medal for thirty-four years of faithful service with the Hudson's Bay Company.

Saskatoon

INDUSTRIAL EXHIBITION

1926 fair week proved a real banner event for the Saskatoon exhibition. The Hudson's Bay Company's special displays drew many favourable comments. These included a fashion display, millinery, leather goods, furniture, draperies, carpets, cut glass, silverware, linen, working models of the Connor electric washing machines, Beach foundry cook stoves, electric, coal and wood stoves, etcetera, Our demonstration of H.B.C. teas has had a noticeable effect already on our tea sales—*L. Jones.*

Just as we go to press, we have learned that Mr. R. R. Harvey is going to remain with us as our chief. The entire support and co-operation of the staff will be extended to him in the endeavour to make things go the way they should. This good news gives us a very auspicious start for our heavy fall and winter business, which is having a good send-off in the nature of the annual August furniture sale, which promises to be the biggest yet.

A hearty welcome back is extended to L. R. Barnett and family, after enjoying a good trip to the old homeland.

The entire store staff extends sympathy to Mrs. Bentley and Jack, in the loss of daughter and sister, Joan.

Welcome! New members to Saskatoon store—Mrs. McDonald, Miss White and Mr. Whelpley.

"Did you notice her father's brogue?" "Notice it! I felt it!"

Winnipeg Retail

T. F. Reith left on Saturday, August 7, on his vacation, which he spent most enjoyably in showing the charms of our fair city and district to his parents, Mr. and Mrs. W. R. Reith, who arrived from Eltham, England, just a day or two after the start of his holidays. Mr. Reith's father, affectionately known as "Billy" Reith, has been prominent in Old Country golf circles for close on forty years, and his arrival here has caused considerable interest among both the Winnipeg golfing fraternity and the sporting columns of the daily press.

The furniture department reports an extraordinarily busy August sale. Speaking of furniture, we now have with us "Jack" Denison, one of the best known furniture salesmen in the city. "Jack" is looking after our contract business for furnishings on a large scale.

A number of the H.B.C. vacationers chose Laclu, one of the prettiest spots in the Lake of the Woods district. Among them were V. Parker, O. Ryan, M. Bostrom, I. Clatenburg, E. Johnson, G. Johnson, Mr. and Mrs. S. Rogers and S. Bowdler.

Mr. Mills, of the provision department, spent his holidays touring on southern motor routes.

Sadie Hunter spent a pleasant two weeks in the east, going by the lake route.

A. Hunter motored to Minnesota and other points in the United States on her vacation.

Mr. Whalley has returned from a three weeks' trip to eastern Canada and the United States seeking pointers for the new store's grocery section.

George Mitchell, of the men's furnishing section, is on two months' leave of absence in Aberdeen, Scotland.

Jack Bretiner left to take up his residence in the U.S.A.

R. Hoccom has just completed twenty-five years of faithful service with the Company and now has a second bar to his service medal.

Pearl Hall spent a most enjoyable vacation at Kenora.

George Bowdler doubly distinguished himself by receiving a fifteen years' service medal and by also taking the more or less stormy voyage on the sea of matrimony. George is the youngest fifteen year medalist in the retail store here.

George Foster, card writer, artist, and now—mountain climber! We understand

George is attempting to climb a few mountains on his vacation near the foothills of the Rockies.

Mrs. L. G. Sperry left in June for two weeks' holidays, visiting Vancouver, Victoria, Seattle and Portland. Her absence was extended to include a buying trip to New York, Chicago and Montreal.

The second floor is brightened once more by the return of M. E. Woodhead, M. Rossiter, Mrs. C. Stephenson and W. M. Holmes who recently returned from an European buying trip.

W. Blake is now the proud possessor of a fifteen year service medal.

Mrs. J. Taylor and C. Drake were joint hostesses at a miscellaneous shower on July 23rd in honour of Pearl Young, a bride-elect of July. Pearl was married at the manse of Home street United Church, Saturday, July 31st. Before leaving the store, she was presented with a marcella bedspread and linen towels. We wish her every happiness in her new sphere.

Mrs. Elverium and Miss Smale were joint hostesses entertaining at a shower in honour of Miss Goodyer, a bride-elect of August. The gifts were presented by Betty Shepperd. Miss Goodyer was also presented with a silver cake basket and silver cream and sugar by the department, bringing with them all good wishes for future happiness.

Dorothy Budden entertained at a miscellaneous shower Tuesday in honour of Florence Winslow, a bride-elect of August 18th. The gifts were presented by Master Clifford Mitchell. After the presentation of the gifts, a buffet luncheon was served. Florence was married in St. Matthews church, August 18th. Her friends in the store wish her every happiness.

In honour of Jeanne Cazal, a bride-elect of August, a miscellaneous shower was held at the home of Ena McKenzie, 106 Lipton street, Wednesday evening. Jeanne was married in St. Mary's church on August 14th. She takes with her the affection and best wishes of a host of friends in the store.

Pearl Hall entertained at a miscellaneous shower Tuesday evening, in honour of Carrie Nickol, a bride-elect of Saturday, August 21st. The gifts were presented in a prettily decorated basket. Carrie was presented with a silver tea service from her many friends in the store. Mr. Pearon made the presentation.

Miss Claney, of the neckwear section, was a bride of June.

Hilda Pears was a recent bride, August 28th to be exact.

Winnipeg Wholesale

RETIREMENT OF ALFRED FRANKS

An interesting associate severed active service with the Company in December, 1925, when Alfred Franks retired to enjoy a well-earned pension.

Alfred joined the service in 1878. He spent some thirty-three years at Lower Fort Garry and in 1911 was transferred to the upper fort. In his early years he acted as herdsman with the Company's cattle at the fort. These were later transferred to Point du Lac and Swan River. When in a reminiscent mood, Alfred can talk of his experiences (difficult to understand in these modern days of easy transportation) of carrying the Company's mail from Lower Fort Garry to St. Peters in every kind of weather, and of a trip driving the late Mr. McTavish from the fort to Fort Alexander in a Red River cariole. He also made trips to Pembina and White River with ox and cart. On the occasion of the Company's 250th anniversary, Alfred was presented with the long service gold medal with two bars by Sir Robert M. Kindersley.

On his retirement, Mr. Veysey spoke of the period served by Mr. Franks and presented him with a handsome armchair as a token of regard from the employees of Winnipeg wholesale and depot. A few days later a second presentation was made, when Mr. Harman, land commissioner, presented Alfred with a silver tea service, the gift of the other departments occupying the wholesale building.

The sympathy of the staff goes out to C. W. Elliott in his recent bereavement.

GOLF

A successful tournament was played during the months of June and July, resulting in a well deserved win for J. K. Reid, one of our "knights of the grip." The matches were played to a very close finish, six of them being won by a margin of one stroke.

Winnipeg General

JOINT PICNIC AT GRAND BEACH

The annual joint picnic of the Executive Office, Fur Trade, Land Department and Wholesale was held this year at Grand Beach on the afternoon of June 26th. Some two hundred and forty employees, their wives, children, sweethearts and friends took part in the outing. A fine programme of sports was carried through during the afternoon, the first half being devoted to children's races and the second half to adults.

Joint Picnic Group, Grand Beach, June 26th

The arrangements were in charge of R. Watson, chairman of committees; W. Edmonds, secretary-treasurer; A. Knowles, transportation; J. Poitras, refreshments; W. Edmonds, sports; backed by able committees. The weather was ideal and the outing a great success in every way. A number of old-timers graced the occasion by their presence, including N.M.W.J. Mackenzie, author of "The Men of the Hudson's Bay," and our own redoubtable Joe Lyon.

Winnipeg General

TENNIS

It is gratifying to see the tennis club in a better position than last year, although we should do even better yet. We should like to see more members from the staff of the retail store.

Our club joined the Manitoba Tennis Association and entered into the competition series "B," section two. Our standing is five out of eight, having won eleven games and lost nineteen. We have chiefly to thank our president, George Bowdler, for our good standing, as he only met defeat on one occasion—against the Bank of Montreal in the men's singles.

At present the tennis courts are in great shape, thanks to our groundsman, Jock Macdonald. Next season it is hoped that we will be able to instal a flag-pole, flaunting the Company's flag.

The secretary would be pleased to receive balance of membership fees due.

It has been suggested that the Hudson's Bay Tennis Club hold a dance soon.

Lighthouse Problem

The correct solution of the Lighthouse Problem in June, 1926, issue of *The Beaver* is as follows:

Since the base of the triangle from the light to the end of the shadow in one case at an altitude of 6 ft. is 24 ft. and the other 30 ft., it follows that the bases of the triangles are as 4 to 5. Let $x=4$ and $y=5$: z would equal the square root of $5\times5-4\times4=z$, but $z=300$ or 100×3,

$x=4\times100$ or 400,

$y=5\times100$ or 500,

$\therefore$ the distance from lighthouse in one case is 424 ft. to end of shadow;

$\therefore$ the distance from lighthouse in other case is 530 ft. to end of shadow.

At 24 ft. altitude attained is 6 ft.,

$\therefore \frac{424}{24} \times 6 = 106$ ft., height of lighthouse;

At 30 ft. altitude attained is 6 ft.,

$:: \frac{530}{30} \times 6 = 106$ ft., height of lighthouse.

Three correct answers were received, the first opened on 11th August, being from J. D. Gemmill, accounts branch, Winnipeg head office, and the second from C. E. Joslyn, land department, Winnipeg, and the third from C. F. Senner, construction department, Vancouver, to whom prizes of three dollars, two dollars and one dollar, respectively, have been awarded.

Judge—What proof have you that Rastus hit you in the eye?

Sambo—Yo' Honor, I got it all down in black and blue.

Land Department

At the time of going to press, we are sorry to learn of the illness of our cashier, W. Sawyer. We wish him a very speedy recovery.

A son and heir was born to Mr. and Mrs. William Everitt (Willie Wilnot). Bill is still running about with his chest out and presenting cigars.

Fur Trade

Men of the Fur Trade

Your contributions to "The Beaver" have not been so numerous of late. This magazine is yours to the extent that you make it so. We require bright, interesting matter, written or photographic, for the Christmas number and it should be in our hands as early as possible. Won't you sit down now and write that article that you have promised yourself for so long you would write some day?

Winnipeg

May 14, Commissioner A. Brabant left for Edmonton, Vancouver and Western Arctic points.

July 2, Thos. McEwan, of Lac du Brochet, called at the Winnipeg office en route to Scotland, where he is enjoying a well-earned furlough.

July 13, P. D. Bodeker, of Sturgeon Lake, visited the F.T.C.O. on his way to Kansas City, where he is spending a short holiday.

July 14, A. Douglas, of Berens River, died very suddenly.

July 20, T. Patterson, of Deer Lake, came out on furlough.

July 21, J. J. Loutit, of Chipewyan, paid us a visit; so also did R. U. Lamb, apprentice clerk, of Lac Seul.

July 22, H. Leith, of Eskimo Point, arrived in Winnipeg. Mr. Leith is out on furlough.

August 2, James Woolison returned from his vacation, which he spent on the Pacific coast.

August 3, O. Rheaume, of Nelson House, was in town for a short time.

August 5, J. M. Cummings, of Lac du Brochet, paid us a visit.

August 10, C. S. Leggo, of Fort Fitzgerald, arrived in town to select his requisitions.

The F.T.C.O. is soon to lose the services of Dorothy Wainwright, who is returning to England.

Moose Factory

Moose Fort School, James Bay,
Moose Factory, July 24, 1926.

To the Editor of *The Beaver*.

Dear Sir—I would like, through your valuable paper, *The Beaver*, to send a few lines of appreciation to those who have left James Bay or are still in the service of the Hudson's Bay Company for the many kindnesses and courtesies we have received from them personally and in behalf of the children of the schools. Moose Fort, in the last few years, has undergone a wonderful change, through the grand example set by the officers of the Hudson's Bay Company.

I do not refer to religion, but to the everyday life in which one is able to demonstrate his goodness both to God and man, helping and encouraging those around. We are leaving the mission field after twenty years' service, and to the officers and ladies too we extend our earnest and heartfelt gratitude. We trust we shall meet many of them in our journeyings. We are not decided what course we shall take, but we must work till the Master comes.

Yours very gratefully,
CANON AND MRS. GRIFFIN.

General

LADY STRATHCONA AND MOUNT ROYAL

Word has reached us of the death on 18th August of Lady Strathcona and Mount Royal, daughter of the late Lord Strathcona and Mount Royal, in her 73rd year.

Her passing followed a long illness, and although deeply interested in many charities, she seldom took part in public affairs.

The Baroness Strathcona and Mount Royal (Margaret Charlotte Howard), succeeded her father in 1914. She was married in 1888 to Dr. Robert Jared Bliss Howard. Her father, the late Lord Strathcona and Mount Royal, G.C.M.G., was High Commissioner in Great Britain for the Dominion of Canada, also Governor of the Hudson's Bay Company from 1889 to 1914, having entered the Company's service as an apprentice clerk in 1838. The Hon. Arthur Jared Palmer Howard, director of the Hudson's Bay Company, is a son of the late Baroness.

June Cover Picture

The cover photograph in June issue of *The Beaver* was credited to Ashton Alston. We understand this was taken by J. W. Nichols, of the service at Pangnirtung, Cumberland Sound, in 1923, and we take this opportunity of complimenting Mr. Nichols on a splendidly clear "action" photograph. The photo of "The Eskimo Belle" on page 107 of the same issue was by W. M. Ritchie.

A view of St. Paul's Cathedral from the new fur warehouse building, London, England

London, England

For three weeks we have had weather in London that was actually hot, almost the first this summer, but during the last day or two the weather has reverted to its more usual type, "unsettled with occasional showers." No wonder everyone is trying to go abroad this year, especially with the franc down to 240 to the pound!

The chief item of interest since our last letter is an important one; namely, the trip down the river to Tilbury to view the Company's new ship, the *Bayrupert*. A half holiday was declared, and on Derby Day the whole staff journeyed down the River Thames in a launch chartered for the occasion. A very interesting and pleasant trip was spoilt only by the rain, which persisted from start to finish.

The Governor has left for Canada, accompanied by Mr. Delf as secretary. Messrs. Townsend, Binney, Milling and Henley have also gone across to the "Bay." We are glad to have Miss Sanders amongst us once more. Mr. J. C. Brooks has also come to London for a short stay. Mr. Hopfenkopf, who went to the continent on a business trip in June, has been taken ill at Milan. He has the sympathy of the entire staff and their best wishes for a speedy recovery.

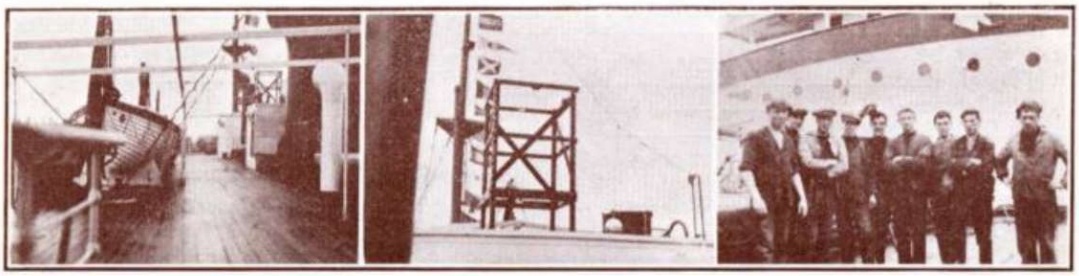
On Saturday, June 19th, the Beaver Club participated in an outing to Hazelmere. The party travelled by motor-coach and much enjoyed the beautiful scenery, especially the views from Hindhead.

Congratulations to those concerned for the excellence of the frozen salmon shipped from Newfoundland. We hope that the "Hubay" brand will speedily become a household word in this country. The export department has our sympathies just now, as they seem to be "up to the ears" in work. They have the satisfaction of knowing that the turn of the fur section will come in about a month.

Beaver House is gradually nearing completion. The entrance hall and offices are nearly finished now, while the other wings of the warehouse have sprung up in an amazing fashion, and have their roofs and part of their walls completed.

In the first wing (already completed) the ventilating system is now being installed. In this scheme, the stale air is removed and fresh air introduced through large zinc pipes, several feet in diameter. This air is to be heated in winter and cooled in summer so as to maintain an even, low temperature, this being for the sake of the furs.

The new head office in Bishopgate is also very well advanced—*J. D. J. Forbes.*



S.S. Bayrupert

1, Boat Deck *2, Directional Wireless Aerial* *3. Some Members of the Crew*

Photos by J. D. J. Forbes, H.B.C., London, England.

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H.B.C.
Teas *and* Coffees

Try Hudson's Bay Teas and Coffees and you will demand them always

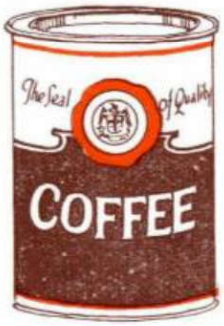
Because

H.B.C. Teas are the finest products of India, Ceylon and Java.

Sold in the familiar wrappers, Red Packet and Blue Packet.

Because

H.B.C. Coffees are always fresh and fragrant, and better Coffee cannot be purchased.



At Our Stores, Posts and Branches

Hudson's Bay Company.

INCORPORATED 2ND MAY 1670.

Hudson's Bay Company.

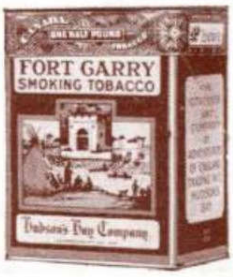
INCORPORATED 2ND MAY 1670.

From Aklavik to Zanzibar

at lonely post
and
by city hearth

"The pipes are calling"
for
HUDSON'S BAY COMPANY'S TOBACCOS

*f*rom the earliest days of the Company's history, tobacco has been one of the staple articles of trade. With changing conditions and desires has come the evolution from the plain Virginia Leaf of olden times to the aromatic blends of to-day. But the fine quality of H.B.C. Tobaccos endures.



Tobaccos of Tradition